

1953
Box 2

IN THE COURT OF THE TRANSPORT TRIBUNAL

TRANSPORT ACT, 1947—PART V

IN THE MATTER OF THE APPLICATION OF THE
BRITISH TRANSPORT COMMISSION (1953 No. 134)

TO CONFIRM THE
BRITISH TRANSPORT COMMISSION
(PASSENGER) CHARGES
SCHEME, 1953

MONDAY, 23RD MARCH, 1953

ELEVENTH DAY

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PROCEEDINGS OF THE TRANSPORT TRIBUNAL

MONDAY, 23rd March, 1953

PRESENT:

HUBERT HULL, Esq., C.B.E., (*President*)
A. E. SEWELL, Esq.
J. C. POOLE, Esq., C.B.E., M.C.

Mr. HAROLD I. WILLIS, Q.C., Mr. E. S. FAY, and Mr. KENNETH POTTER (instructed by Mr. M. H. B. Gilmour, Chief Legal Adviser to the British Transport Commission) appeared on behalf of the British Transport Commission.

Mr. H. V. LLOYD-JONES, Q.C., Mr. LEON MacLAREN, and Mr. GEORGE MERCER (instructed by Mr. J. G. Barr) appeared on behalf of the London County Council.

Mr. GEOFFREY LAWRENCE, Q.C., Mr. J. RAMSAY WILLIS and Mr. CHRISTOPHER HODSON and Mr. W. J. GLOVER (instructed by Sir Clifford Radcliffe, C.B.E., Solicitor and Clerk to the Middlesex County Council) appeared on behalf of the following County Councils: Middlesex, Berkshire, Buckinghamshire, East Sussex, Essex, Hertfordshire, Kent and Surrey.

Sir SHIRLEY WORTHINGTON-EVANS (instructed by Mr. Desmond Heap, Comptroller and City Solicitor) appeared on behalf of the Corporation of London.

Mr. J. RAMSAY WILLIS (instructed by Mr. W. O. Dodd, Deputy Town Clerk) appeared on behalf of Brighton Corporation.

Mr. G. R. ROUGIER (instructed by Mr. Archibald Glen, Town Clerk) appeared on behalf of Southend-on-Sea Corporation.

Mr. G. R. ROUGIER appeared on behalf of County Borough of Southend-on-Sea Railway Travellers' Association.

Mr. D. J. TURNER-SAMUELS (instructed by Mr. W. H. Thompson) appeared on behalf of London Trades Council.

Mr. GEOFFREY RIPPON (instructed by Mr. R. H. Buckley, Town Clerk) appeared on behalf of East Ham County Borough Council.

Mr. GEOFFREY RIPPON (instructed by Mr. G. E. Smith, Town Clerk) appeared on behalf of West Ham County Borough Council.

Mr. GEOFFREY RIPPON (instructed by Mr. G. E. Smith, Town Clerk) appeared on behalf of South-West Essex Traffic Advisory Committee.

Mr. C. OSMOND TURNER (instructed by Messrs. Carpenter, Wilson & Smith) appeared on behalf of London Passengers' Association.

Mr. GEORGE W. REYNOLDS represented London Federation of Trades Councils.

Miss DOROTHY D. FORSTER represented the Walthamstow Trades Council.

Mr. J. W. SYKES represented Edmonton Trades Council.

Mr. F. A. RULER represented the Federation of Residents' Associations in the County of Kent.

Mr. W. J. LUXTON represented The Association of British Chambers of Commerce.

Miss H. C. HART represented The National Association of Women Civil Servants.

Mr. N. J. LEWISOHN represented Whyteleafe & Kenley Residents' Association.

Mr. C. M. HAMILTON represented The Accountant-General's Department, Civil Service Clerical Association (Bickley Branch).

Mr. HYMAN FRANKEL represented The National Union of Bank Employees.

Mr. J. F. PLEYDELL represented Pitsea, Vange & District Resident Ratepayers' Association.

Mr. STANLEY MAYNE represented the Institution of Professional Civil Servants.

Mr. D. KELLY represented the South Essex Branch of the Communist Party.

Mr. J. E. MORRISH represented the Post Office Engineering Union.

Mr. J. REID represented the London North and London South District Committees of the Amalgamated Engineering Union.

Mr. ALEXANDER HALLIDAY represented the North London District of the Amalgamated Union of Operative Bakers, Confectioners and Allied Workers.

Mr. D. J. D. WELLUM represented the Benfleet & District Railway Travellers' Association.

MR. ALEXANDER BALMAIN BRUCE VALENTINE recalled.

Cross-examination by Mr. ROUGIER continued.

(*President*): Before you continue your cross-examination, Mr. Rougier, I want to ask Mr. Mercer this. On Thursday Mr. MacLaren produced the new table, L.C.C. 107. It is a table directed to the contention that there was an untapped reservoir of traffic which could be tapped by lower fares.

(*Mr. Mercer*): Yes.

(*President*): One of the figures was vouched for as coming from something called the Census 1951. Would you get that from your client and see that we are supplied with a precise description of the document and the reference to the page on which it is to be found.

(*Mr. Mercer*): Yes, I will get that during the day, Sir.

(*President*): And mention it, so that it gets on the note.

(*Mr. Mercer*): Yes.

2886. (*Mr. Rougier*): Mr. Valentine, when we adjourned on Thursday, we were trying to establish what was the proper basis for the charge for passengers, and you may remember that I had just put to you the principle that Professor Carter had stated about uniformity—that it was a disastrous idea that there should be complete uniformity of rates throughout all parts of an organised system. You

and my friend, Mr. Willis, quarrelled with that because the example Professor Carter happened to give happened to relate to freight and to an area outside London. But that is merely an example. The principle is applicable to the whole question of charges. I want to put it to you, Mr. Valentine, that that is true?—What is true? I am sorry I have not followed that. What is it you are putting to me?

2887. The principle that it would be disastrous that there should be complete uniformity of rates throughout all parts of a transport system, an organised transport system?—No, I could not accept that it would be disastrous, as a matter of principle, nor do I think Professor Carter says that in relation to passenger charges.

2888. He says it in relation to transport charges as a whole. Are you saying that that statement differentiates between passenger charges and anything else?—I do not think it is quite clear. I think it is fairly plain, from the context, that he has freight in mind.

2889. Yes, I agree that he has, but that was merely an example; he gave it as an example and it merely happened to be freight, but he is saying, in effect, that there should be flexibility in a transport system's charges,

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[Continued]

so as to be able to relate its charges to its costs.—I think that is what he is saying but with freight particularly in mind.

2890. Now I suggest to you, Mr. Valentine, that that is indeed the proper basis for charges, some fixed ratio; that is, in order to enable a profit to be made—some fixed ratio of the cost of supplying the services per unit.

(*Mr. Harold Willis*): What unit?

2891. (*Mr. Rougier*): The unit within which the charges are averaged.—Yes, that is quite all right, but the whole question turns on how to define the unit, with which I do not think Professor Carter deals.

2892. No, you are quite right; he does not. But as I understand the Commission's case, the Commission keep on insisting that the smallest possible unit they can consider is the London area, is it not?—I do not think I would put it quite that way. What I said was that they could not split the London area.

2893. That is the same thing.—Just as some day we might find a unit smaller than the London area elsewhere.

2894. Perhaps I have been putting it badly, but, should I say, that within the London area you cannot consider any unit smaller than the whole of that area?—No.

2895. What I am putting to you is that within that area you can create smaller units?—I do not agree with that.

2896. I see. I suggest to you that in considering what size a unit should be there are two limiting points, one at each end: the first is that clearly you cannot make it too small, because it would be impossible to nail down and isolate each service in the costing of it, and apply that to the charges—so it must be large enough to be practicable. Is that not so?—Yes, that is one limiting factor.

2897. That keeps it from being too small. To keep it from being too large, I suggest that the principle is that it must not be so big as to include within it classes of passengers of too widely differing classes—I mean the classes of services which those passengers enjoy?—I could not subscribe to that at all.

2898. You could not?—No.

2899. I suggest that if you had so big a unit you would be working unjustly in the case of some passengers, and subsidising others.—But the widely differing classes may arise in respect of the same community when making different journeys.

2900. I am talking of units.—Units of what?

2901. Units of transport. You cannot have the same community. The same community is the community that uses that particular transport service.—No.

2902. They are the community that I am putting to you. —I do not recognise their existence.

2903. No, because you do not recognise the existence of anything smaller than the London area.—No, a community would only use buses and not tubes, or tubes and not buses.

2904. I am putting to you a class of passenger that uses the London, Tilbury and Southend Line. They are a separate community, are they not?—No, many classes of passenger use that line.

2905. There is only one class, which is all-embracing, including all those classes, the people who travel on that line.—I am sorry; I do not understand you.

2906. Do you understand that there is a class, a number of people of this island who travel on the London, Tilbury and Southend Line?—I do not know what you mean. There are obviously people who travel on that line and people who do not.

2907. Let us take the people who travel on it, and describe them as the London, Tilbury and Southend class.—You can give them that name, if you like.

2908. That is what I am putting to you, and asking you to follow, Mr. Valentine. Bearing in mind that that is the type of class I referred to when I talked of a class of passengers travelling in a community, I want you to look at paragraph 15 of B.T.C. 5, in which you deal with the question of sub-standard fares. It is just the first two sentences I want to deal with, and I will read them. "Sub-standard Charges. While common standard scales of charges on different forms of transport in the London

Area have been and remain the necessary basis for a satisfactory and equitable system of charges in the Area"—and I pause there for a moment. I suggest that the Commission is there completely begging the question. The Commission is laying it down and saying "we say this is a principle". I say that is quite unsupported and unproved.—It was supported by days and days of evidence of the 1950 Inquiry.

2909. It does not matter whether there was evidence at the 1950 Inquiry, because there was some evidence that there was not, and I suggest that you are begging the question there, that it is not a necessary basis.—I am afraid I disagree.

2910. It goes on: "there still remains a substantial number of individual charges which are below the standard, sometimes by large amounts. In the long run passengers fortuitously enjoying these sub-standard charges are being inequitably subsidised by other traffic." Now the people you are referring to as travelling on charges which are below standard, means, does it not, that you have taken the whole of the London area, presumably taking the whole of your costs over that area, taking the revenue you wish to get, and averaging the charges out over the whole of the area. Is that it?—Yes.

2911. Therefore, what you mean by sub-standard fares—I hope you do not mean it is a sort of sub-human species which is unfairly taking advantage of others?—It says "people enjoying these sub-standard charges are being inequitably subsidised by other traffic."

2912. But I hope you do not mean that it is a sub-human species—

(*President*): He does not say so. If he does mean that he has not said so, Mr. Rougier.

2913. (*Mr. Rougier*): It is not quite true, necessarily, is it?—What is not true?

2914. That they are necessarily being inequitably subsidised by other traffic?—Once you accept the principle of averaging within the unit, yes.

2915. I suggest to you that the real basis of a passenger charge is that the passenger should pay for the service which he receives plus a proportion for profit.—I think that is quite an impossible basis.

2916. I agree that for practical considerations you have then got to make some scale of charge based on that, and charge the passenger accordingly. Let me give you this example. Suppose that in another country—Erewhon, if you like, or Lilliput—the transport had been nationalised; that there was a metropolis, similar to the one you have here, and that it was served by two suburban lines—Lilliputian lines—one coming from the east by a valley, where the running costs were low. We will say they were 1d. per passenger mile. And the other coming from an alpine district in the west, where the costs of running were high; we will say 2d. per passenger mile. And let us assume that each line was capable of being accurately and exactly costed and that each line carried exactly the same number of passengers per year. Let us assume they carried 1m. passenger miles per year. Your costs, therefore, would be 2m. pence from the highland western area and 1m. pence from the eastern valley line. Would they not?—I presume so.

2917. The total, therefore, is 3m. pence. If you average that by your method you would then charge the passengers on both those lines something a little over 1d. per passenger mile. Let us say 1.6d. Now if the eastern valley line happened to have been privileged by statute to have a charge of not more than 1.4d., you would call that a sub-standard charge, would you not?—If the circumstances arose in which it was right and proper to average the charges over the area covered by both lines, I would.

2918. I am just examining that. But would it be true that it was right and proper to average them over the whole? Would it be right that the passenger who was paying 1.4d. to be carried 1 mile, which costs the Transport Commission 1d. to carry him, would inequitably be subsidised by the western line passenger, who is only paying 1.6d. for being carried 1 mile which was costing the Transport Commission 2d. so to do?—I am afraid I have got a little muddled whether the east or west line was the cheaper. It was a very long question—could you not shorten it?

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[Continued]

2919. No, but I can repeat it—I should be very grateful.

2920. You have appreciated the way I have costed these two lines?—You have costed them per passenger mile, which I thought was a fallacious way to do it.

2921. It is the only way we can get at the total cost. 1m. pence on the eastern valley line, and 2m. pence on the western line—it was fallacious but you got rid of the fallacy by assuming there were the same number of passengers. The cost per seat mile—

2922. I am not dealing with the cost per seat mile, and I do not want that red herring or any other dragged across this. I thought you did not like the cost per seat mile. Let us have with this example the same on both lines, so that they are comparable and so that the cost of whatever unit you choose on the eastern valley line is 1d, and on the western highland line 2d. The average cost, therefore, is 1½d, is it not?—Yes.

2923. And presumably, to allow for some profit, we will call it 1.6d. That is the charge that the Transport Commission of Lilliput wish to make?—The profit element does not arise in our case.

2924. Then I will call it 1.5d. If the passengers on the cheaper valley line had what I would call a sub-standard charge of 1.4d. per unit, it would not be true, would it, to say that they were being inequitably subsidised by the other traffic which would be the western highland passengers, when a profit of 0.4d. was being made by each of them per unit, whereas the western highland people were costing the Transport Commission at least 0.5d.?—Within the unit containing both these lines obviously it is the passengers on the western highland line, on your assumption, who are being subsidised by those on the eastern valley line.

2925. That is all I wish to establish—that, in other words, the real test of whether a passenger enjoying a sub-standard charge is being inequitably subsidised or not, is whether his sub-standard fare is, in fact, paying for the service which he is receiving?—No. In the example you have given me 1.5d. is not a sub-standard fare.

2926. I did not say it was. I said 1.4d. was the sub-standard fare, because 1.5d. was the standard fare.—Yes, but it does not matter which line you are travelling on; if there is a 1.4d. on that line you are enjoying a standard fare.

2927. Yes, by your definition, but quite clearly the eastern valley line travelling at 1.4d. and only costing the Transport Commission 1d. is not being subsidised at all. That is true, is it not?—You are confusing two things. Within the unit where costs are averaged it follows that because they are averaged some will be paying more than the direct costs of the particular services they use, and others less than the direct costs of the services they use. There is an element of subsidy within the unit all the time, is there not?

2928. Yes.—That we accept, and do not criticise. We say that is right if you are going to average in a unit. And the average charge is the standard charge, and that kind of subsidy is quite proper, the subsidy involved in the averaging. If, having determined both the unit and the standard charge within the unit, the standard charge which covers the average costs, some sections of the passengers in the unit contract out of their bargain to pay the average, then they are being subsidised by the sub-standard fares.

2929. They have never contracted into any bargain at all.—Except as an implied contract.

2930. Setting that aside, it means, does it not, that you may get with such a unit, where one class of passengers are being unfairly treated—if they are being averaged—so that their average fare is considerably in excess of their true average cost?—I do not see any objection to that. It seems to be inevitable within the unit.

2931. But not within the community, if you could divorce your mind from considering only one unit—the London area—and look at it purely theoretically. You must keep the size of unit down by seeing that you do not treat an appreciable body of passengers unfairly by forcing upon them a standard average charge which is considerably in excess of what their own charge would have been, were you able to isolate their own service.—

I do not see that object is served by keeping the size of the unit down.

2932. I should have thought that was fairly obvious. It is just as likely to happen in the small unit.

(President): Mr. Rougier, I have always flattered myself, when I was travelling in an extremely crowded train—a crowded tube—that I was subsidising, to some extent, persons who were travelling in extreme comfort in the same tube in the middle of the day.

(Mr. Rougier): I think that is true, and when you are dealing with different persons at a different hour of the day, then I say it is not practicable to distinguish between those two, and I fully agree and realise the necessity for a certain amount of average. Where you have two classes, one travelling early in the morning to business and the other travelling in the middle of the day. But when you have a definite geographical area which can be taken throughout the year and isolated and properly costed, then the relation of charges should be to those costs; the unit should be studied all over and not just made one agglomeration. It is more just and more equitable to the passengers to make them pay their own costs as much as possible.

(President): Apart from the time of day, I have also always flattered myself, when travelling on a main-line express from A to B, that I was subsidising the poor, people who missed the main line express and travelled from A to B by a stopping train.

(Mr. Rougier): And that is where it is practicable to differentiate between those two. If in London they must be amalgamated and there must always be a degree of subsidy. Even if I succeeded in getting a separate scale of charges for the London, Tilbury and Southend Line, there would be a subsidy for the early-morning passengers.

(President): Then the person who pays the proper cost would be a person who never exists.

2933. (Mr. Rougier): Yes, like the "reasonable man" in law. But I am saying there should not be too great variation. Now, Mr. Valentine, let me come to an entirely different thing. As I understand it, you believe that tapers are wrong, whereas I urge that tapers are right.—It is a little bit too rigid to say that I believe that tapers are wrong. It has already been said that in relation to long-distance travel there may be some case for tapering which the Commission is, in fact, considering.

2934. I am putting this to you, I am sure you will appreciate, because I am attacking your working principle that the proper charge is so much per mile per passenger.—Because within the range of suburban traffic the bulk of the costs vary with mileage.

2935. Now I want to look at this question of taper. In fact, although you say that the tapers within that range are wrong, yet you are not very consistent in your application because you have not tried to impose a taper on very nearly every scale of charge.—That is explained in B.T.C. 5. It is not possible to raise the fares in the London area to give something approximating to the yield at which this scheme aims and add proportionate amounts to all fares. Therefore, at this stage, it would be impracticable to escape the creation of a small element of tapering, unless the yield of the whole scheme were to be made high.

2936. If you look at a few examples of the sort of taper you put on, B.T.C. 504, the London Transport Executive ordinary single fares. The principle you have adopted there, in column 4, is a complete departure from the principle of average charge per mile. You put on, with the exception of four prices, an absolutely flat rate, do you not?—Yes.

2937. Then in column 5 we get a taper starting at 2d. and going down to 1½d. plus?—Yes.

2938. So there is a steady taper, going down. Now the early morning fares—B.T.C. 506—there again, in column 12, you have very nearly a flat rate of charge put on, with the net result that the rate per mile, in column 13, goes down from 2d. to under 1d.—Yes, with practically no change from the present scale—a very slight increase in the taper.

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[Continued]

2939. Yes; I am not concerned with that, but there you have a very steady taper indeed.—Yes, but that arises out of the statutory scales that exist and were established 25 years ago for workmen's fares on the railways, and it has never been accepted as sound in principle by the Commission.

2940. Now let us look at the seasons which appear in your fifth Schedule of the Scheme, on page 12.—To what are you referring me? Is it an exhibit?

2941. The Fifth Schedule of the Scheme, pages 12, 13, 14 and 15. If I may summarise what happens there by looking at the one-month season ticket, what happens is, is it not, that from one mile to two miles the charge is 5s. a mile; from two miles to 15 miles it is 3s. a mile; from 15 to 20 miles it is 2s. 6d. a mile; from 20 to 100 miles it is 1s. 9d. a mile; from 100 to 175 miles it is 1s. 3d. a mile; from 175 to 250 miles it is 9d. a mile; and from 250 miles onwards it is 6d. a mile?—Yes. I have not checked those figures, but I have no doubt they are right.

2942. I think they are accurate, but if I am wrong, someone doubtless will correct me. I think we can knock out or disregard the very short and the very long, and let us consider between say 10 miles and shall we say, 120 miles? I believe that is the distance from Ramsgate to London?

(*Mr. Harold Willis*): It is not as far as that surely, is it?

2943. (*Mr. Rougier*): When it goes round via Dover. I am taking the distance as given to me by the Commission. (*To the Witness*): Before commenting upon that, I want to look at an answer which you gave on the Eighth Day of this present Hearing, at page 145, question 2205. You were giving evidence-in-chief, and you were answering a question by my learned friend Mr. Willis, in which he said: "I do not know whether there is anything else you wish to say about the three monthly rates?" You gave quite a long answer, and at the top of page 145 in the left-hand column, about the ninth line down, you said: "There is a point on the structure of this season ticket scale which I would like to take this opportunity of mentioning, if I may, because of a misunderstanding, as I see it, which arose on the Fourth Day, page 53, at question 432. I think this was a rather misleading passage involving some misunderstanding between Mr. Rougier and Sir Reginald Wilson. Mr. Rougier was asking Sir Reginald Wilson questions in general about tapering ordinary fares, the fares for single journeys or return journeys. In answer to question 433, Sir Reginald Wilson said: . . . but there is undoubtedly a good deal to be said for a system of tapered fares if you can find a practical way of doing it. (Q.) And, of course, you have applied that in your season ticket scales?" and Sir Reginald Wilson said, "Yes." Now this is the point to which I am coming: "It is perfectly true that season ticket scales do taper with distance, but it is an entirely different principle from tapering in any other kind of fares. I just thought that you would forgive me for calling attention to the fact that the taper in the season ticket scale is designed arbitrarily, of course, to take account of the undisputed general tendency for progressively fewer journeys to be made per week by holders of season tickets for the longer distances." I just want to have that clear. Do you mean when you say "for longer distances" progressively up the scale?—Yes.

2944. Or are you only talking of, say, over 100 miles?—No, all the way through the scale.

2945. Progressively up the scale?—Yes.

2946. Coming back to the schedule, most of the people who are travelling between 5 or 10 miles shall we say, and 100 miles, are people, are they not, who are travelling from their homes to their work in the morning and back again?—And 100 miles? No, I should not have thought so. Between five or 10 miles and 40 or 50 miles, yes.

2947. I am taking the people who have season tickets from the coastal towns, and the largest figure I have is up to just over 100. However, shall we take it up to 50, if you like, or shall we take a little further, up to say 60 miles, including Brighton, Worthing and all that area. Would you agree that if those people hold a

season ticket, it is because they are coming up from Worthing to London to work, and going back again?—Yes.

2948. Also the season ticket holder who is travelling from 10 miles away is coming up from his home to London to work, and going back again?—That is the primary reason why they buy season tickets, yes.

2949. You would agree, would you not, that they do that either six days in the week or five days in the week?—Most of them, yes.

2950. Would you also agree that the difference between the people who come up six days in the week and those who come up five days in the week depends upon the particular business they happen to be in, and not upon their distance from London?—No, I think it is quite affected by the distance from London. The distance they live from London may of course, in turn be affected by the line of business they are in.

2951. Are you saying for instance that somebody who is employed in, shall we say, I.C.I., is going to live at Clapham if he has to come up on Saturday morning, but might well live at Eastbourne if he did not have to come up on Saturday?—It is quite possible, is it not?

2952. Do you think it is likely? I suggest it is not likely to be true over the whole range of the difference between five- and six-day workers.—I would have thought that there is a very much higher proportion of five-day travellers on the long range suburban season tickets than on the short range season tickets—very definitely so.

2953. I would be prepared to concede to you that there would be quite a high proportion of five-day travellers at the longer distances than the shorter.—Yes.

2954. But I suggest to you that that is not overwhelming. —I do not know what you mean by "overwhelming".

2955. Shall we say that not 90 per cent. of the 5-day travellers are travelling over, shall we say, 30 miles?—No, I would not put it that way round. It is the question of the proportion of 5-day travellers to 6-day travellers among the short-range season ticket holders and the long-range season ticket holders.

2956. Exactly.—I would have thought there was quite a substantial difference in the proportions.

2957. When you say "quite a substantial difference" what do you think would be the difference? Let us take an example. At 20 miles can you give me the difference as between that and, say, 60 miles?—No.

2958. Anyway, we need not come down too closely on that. Why do you suggest that the nearer they are to London the more journeys they make? Is one of the factors the question of the 6 or 5-day week?—One, but only one.

2959. Could you give me another one?—Yes. They are much more likely to come into London again in the evenings and on Sundays.

2960. On Sundays?—Yes.

2961. Do people come into London on Sundays on season tickets?—Yes.

2962. Whatever for?—To connect with main line trains to go out to the country or they may visit friends in other parts of London.

2963. Can you give me any more?

2964. (*Mr. Harold Willis*): They might go to the Zoo, perhaps.—Some more what?

2965. (*Mr. Rougier*): Are there some more reasons why there should be more travel at shorter distances than at longer?—At the very short distances a limited number go home to lunch.

2966. I thought so. Therefore, in other words what might happen is that at very short distances you might get people who are travelling four times a day?—At least, yes.

2967. You would agree, would you not, that they certainly would be limited to a maximum distance of 10 miles?—No—four times a day?

2968. Yes.—It is unlikely.

2969. Working days.—It is unlikely that many people holding season tickets would travel four times every day; but I have no doubt there are some who do that,

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[Continued]

2970. I thought you said they went home to lunch; that was one of the reasons that they travelled more often?—You did not confine it to that. There are people who travel about on their business.

2971. I am dealing at the moment with the people who go home to lunch. Would you agree that those must be the short-distance people? They cannot go more than 10 miles home to lunch and 10 miles back after lunch in their luncheon interval?—Certainly.

2972. If that—it may only be 5 miles?—But even if they do not go home to lunch, they may use their season tickets for going a short journey to lunch.

2973. In other words, it cannot be more than 5 miles away from the terminus?—What cannot—the luncheon place?

2974. The place they go to in the luncheon interval.—From the terminus of their season ticket?

2975. Yes, the London terminus.—It is improbable if the London terminus is at the place where they work, but that has to be established first.

2976. I should have thought it was fairly obvious, is it not, that there are not really very many season ticket holders who come up to London and in the middle of the day, go back to the London terminus they use, go out either to their home or somewhere else for lunch, and then come back again?—No, I should not think very many do that.

2977. And if there were, it would be less than 10 miles from the London terminus that they went to, or lived?—I do not follow you on the point about the London terminus. Most of the season tickets in use in London are not on the lines with a terminus, but across-London lines. Do you mean by "terminus" the limit point of availability of a particular ticket-holder's ticket?

2978. Let me confine it to season ticket holders on the London lines or Railway Executive lines.—Yes.

2979. People who come into one of the recognised London termini such as Waterloo, King's Cross or Fenchurch Street?—Yes.

2980. Would you agree that not many of those people go home or anywhere else on their season ticket in the luncheon interval?—Yes, I would.

2981. Would you also agree that not many of those people who live more than 20 miles away from their London terminus come up to London on their season ticket in the evening?—Not regularly or frequently, but sometimes, certainly.

2982. Would you also agree that not a high percentage of season ticket holders between say 15 and 60 miles from London use their season tickets for travelling up and down that portion of line on business?—Probably not, you are just giving me some of the reasons which we have in mind?

2983. The ones you gave me.—As justifying the taper in the season ticket scale?

2984. Yes.—The general tendency to make less use of the season ticket, fewer journeys altogether, where the distance covered by the season ticket is greater.

2985. Whereas I will grant you that people very near to London may use their season ticket more than their normal 10 or 12 times a week, the proportion outside say 15 miles from London who make even two journeys in excess of that is infinitesimal?—I would not put it as low as that.

2986. Let me put it in this way, that it does not justify logically the diminution in the steps of your taper?—The steps in the taper are necessarily arbitrary, as I took care to say in answer to question 2205, which you were good enough to read out. Of course, they cannot precisely fit the very varied individual requirements.

2987. What I suggest to you is that the basis for the season ticket taper—the main basis for it—is really the question of distance, and it is not what you said in answer to Mr. Willis, that the season ticket holders at the short distances use them so much more.—No, I disagree with you. I think I gave the reason and the whole reason in my answer to question 2205.

2988. Very well, I think I have made my point and we will not get any further agreement between us if I pursue it.—No, I am afraid not,

2989. Therefore let us come to another point. Again in considering what is the proper charge to be made to a passenger for being carried, I suggest to you that it is not only the question of the distance which the passenger is carried, but he is really being asked to pay for the whole of the services he gets.—I do not quite know what you mean by distinguishing between the distance he is carried and the services he gets.

2990. What I mean is that there are other considerations besides the distance he is carried which ought to be taken into account in fixing his charge?—I am waiting to hear what your suggestion is.

2991. I will give some examples. For instance, the degree of comfort he gets, the degree of cleanliness, the degree of punctuality, and of speed?—I am afraid it would make nonsense of all charging schemes to vary them so as to take account of those factors.

2992. For instance, you do make special charges, do you not, for boat-train passengers?—Yes.

2993. Why do you do that?—I would rather you addressed that question to Mr. Roberts. It is right outside my sphere.

2994. Very well. You do make special charges for first-class passengers?—Yes.

2995. Why do you do that?—It is quite evident that there is a special class of accommodation with certain additional comfort reserved for them.

2996. In other words it is greater comfort, greater cleanliness and greater space?—Yes.

(President): But you do not pay less for a first-class ticket in a dirty carriage than you do for a first-class ticket when travelling in a very clean or new carriage, do you?

(Mr. Rougier): No, but if you have a very dirty first-class carriage, one can imagine what the third-class carriages on the same train are like.

(President): That is another consideration. The first-class fare does not vary with the extent of the extra comfort you get for it.

2997. (Mr. Rougier): I should have thought it varied in comparison with the comfort you get in the third-class carriage next door to you. (*To the Witness*): Is it not a fact we have had a battle on this point twice before—that the service on the L.T.S. line, considered from those angles, is definitely sub-standard service?—No, I would not say that.

2998. When you compare the position, for instance, in regard to daily travellers on the Brighton Line, would you not admit that the Brighton passengers have far quicker trains?—Certainly there are lines on which it is possible to work higher speeds and other lines on which it is not possible to work such high speeds. There are lines which have, at the present moment, better rolling stock on them than other lines, but the London, Tilbury and Southend line, so far as you are referring to the moment to the steam stock I take it, have stock which is no better and no worse than that on many other suburban lines.

2999. I am comparing them for the moment with other travellers from the coastal towns. Perhaps Brighton is the best service. Let me take another one. What would you like? Shall we say from Hastings?—I understand there is a great deal of complaint about the Hastings services.

3000. That is rather surprising. I am sure there is not as much as there is on the London, Tilbury and Southend line.—Much more. It occupied days and days of the proceedings of the Central Consultative Committee.

3001. Is it not a fact that the conditions of the trains on the London, Tilbury and Southend line is common knowledge and a matter for public jest?—I do not know about the public jest, no.

3002. It is frequently mentioned in the papers, is it not?—The Southend papers?

3003. No. Let me give you an example.—Certainly not in the National newspapers, so far as I am aware.

3004. As it happens, the day before I had the pleasure of beginning to cross-examine you, on my way home I bought an "Evening Standard" and on page 5 my eye was caught by the first letter in the correspondence, called "A trip along a dirty line". The letter, which is quite short, says this: "I live on the dirty line, the railway

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[Continued]

line to Southend from Fenchurch Street. I know only one clean engine and that does not belong to British Railways. A small engine, beautifully clean and shining, it does shunting at Romford. It belongs to a firm of brewers. Far from having a concours d'elegance as your Correspondent suggested (March 13th), I would say let British Railways have a concours de dirt. A train on the Southend line would win it every year. H. E. Harlow, Church Road, Hadleigh, Essex".

(President): Do you want all that set out in the short-hand note?

3005. (*Mr. Rougier*): I do not mind. I only wished to call Mr. Valentine's attention to a comment in a National paper about conditions on the Southend line. (*To the Witness*): I would not like you to think that I, or anybody I represent, had a hand in that at all; evidently it comes from a totally different area. Have you not seen similar comments to that in similar papers?—No. In relation to the Tilbury line?

3006. Yes.—I see letters of that type containing various criticisms of transport of all kinds from time to time in the evening newspapers and other such papers.

3007. I suggest that the proportion of complaints in regard to the London, Tilbury and Southend line is the highest—I do not know that I have any evidence to the contrary, because we probably have not taken the trouble to classify them in that way, but I should be surprised.

3008. You mentioned electrification a little while ago. It is true, is it not, that the Commission has a plan to electrify this line?—Yes.

3009. Consequently I am prepared to concede that it is quite natural that you should not modernise the steam service or the rolling stock upon it, to the degree that you would if you had not such a plan, but it is true, is it not, that this plan of electrification is still some way off?—Nobody knows. It depends upon when the Government permits capital expenditure by the railways on a sufficient scale to embark upon that scheme.

3010. I think that even when you got that permission, you said at the last Inquiry that it would probably take about four or five years to carry through?—For the actual completion of the work, it might well take that sort of time. I am not sure exactly what it would be.

3011. May we say then that at the present rate of progress it is at least two or three schemes away?—No you may not.

3012. Do you think you will not have another scheme between now and five years time?

(President): I expect his answer to that is that it depends a little on what happens to this one, does it not?

3013. (*Mr. Rougier*): Even if you are wholly successful in this one?—I could not forecast that at all.

3014. That is all I want to ask you about the question of the proper basis for charges considered theoretically. Now let me make the assumption that your basis is correct, that the proper charge is so much a mile for everyone, and try and see how it works out in practice. First of all I want to draw your attention to an answer you gave on the 8th day at page 141, Question 2136. My learned friend Mr. Willis was asking you this, talking about the area of the Scheme: "The area is substantially the same, is it not, as the London Passenger Transport Area as defined in the London Passenger Transport Act of 1933, subject to certain modifications?" (A) The modifications, apart from Grays, are *de minimis*, with the exception that, as in the 1950 and 1952 Schemes, the London—Tilbury and Southend Line is included in Part III of this Scheme. I am sure the Tribunal will remember that the inclusion of this line in the 1950 Scheme was the only means by which certain undesirable and much criticised anomalies in the existing fares could be removed, and the retention of the line in the 1952 Scheme and in the present Draft Scheme in no way prejudices users of that line; in fact, it is to their advantage". I thought I had settled those two questions on the previous Inquiries, but it appears not. The anomalies which you referred to in the Interim Scheme of 1950 largely arose, did they not, from the excessive charge that was made for the first mile or two out of Fenchurch Street Station to a place that was called the "Gas-works Junction" I think. That is so, is it not? —That was an element in the story, yes.

3015. That was the major element, was it not?—I should have to refresh my memory on that complicated story now before I could agree that it was a major element.

3016. And furthermore since the whole of that track and that line was then in the Transport Commission's control, it was perfectly within the powers of the Transport Commission to have smoothed out these anomalies without having an entirely new Scheme?—No.

3017. Do you mean to say you had not the power to alter the scale along that line without coming before this Tribunal and getting a new Scheme approved?—I could not say that now without looking that up.

3018. If my recollection serves me correctly, though I have not the actual questions here, I think you told me in 1950 that you could have done so. However, let us leave that.

(*Mr. Harold Willis*): I think there is some statutory difficulty, but I will have it turned up.

3019. (*Mr. Rougier*): If you please. (*To the Witness*): You say that the present Scheme is to the advantage of the users of this line. I just want to find out how. First of all, let us take season tickets. Is there any advantage to the season ticket traveller on this line over any other season ticket traveller in the country?—No. The whole question refers to that part of the Tilbury and Southend line which lies outside the London Transport area.

3020. Yes.—And through traffic across the boundary of the area, and that traffic is at an advantage in relation to its single fares.

3021. In other words, it is only in relation to its single fares that it gets any advantage at all?—It is only at an advantage on those fares, yes. It has the same scales of season ticket and early morning fares as railways anywhere else outside the London Transport area.

3022. Now may we see how big an advantage that is. I think in the tables that you gave in the interim Inquiry—do you remember in your table AV.57. You showed the area inside the London Passenger Transport Area and outside the London Passenger Transport Area, and we agreed, did we not, that it was only 5 per cent. of the total revenue which came from the ordinary single fares and returns? Only 5 per cent.—That may have been so then, yes.

3023. And I suggest to you that the proportion does not differ very much now. Would you agree?—No, I have not any figures in front of me by which to check that.

3024. Looking at B.T.C. 510, Appendix A, we see there you are estimating annual increases in revenue for "Y" year at existing charges and at the proposed alteration. I only want to look at existing charges. It shows, does it not, excluding the London, Tilbury and Southend line, the fares are just over £2½m., and the day return fares £5,708,000?—Yes.

3025. So it is clear, is it not, that the single and ordinary return fare, if any, is only about one-third of the total. Do you see what I mean?—No.

3026. If you add £2,685,000 to £5,708,000, the £2,685,000 is about one-third of that total sum?—Yes.

3027. Roughly.—A little less than a third, yes.

3028. Therefore, taking the figure for the London, Tilbury and Southend line, £1,300,000, if they were in the happy position of having a day-return fare, their single or ordinary full return would only be one-third of £1,300,000?—I do not think that follows.

3029. I thought it was pure logical deduction, approximately?—No.

3030. You do not agree? What do you say it would be?—I do not know, but I do not see that you can deduce it by taking the ratio of ordinary single and return to day-return fares on other lines and say that would necessarily apply to the Tilbury and Southend line, which is a line with quite a lot of distinctive characteristics of its own.

3031. We Objectors are handicapped by the fact that we are limited to the amount of information you let us have, and we have to do the best we can with what you let us have. I suggest to you it is not an unreasonable deduction or inference to make that the London, Tilbury and Southend people would only spend about a third of

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that figure of £1,300,000 on single or ordinary full returns if they could also travel by day return?—You are confusing two bases of charge. I do not see that that question makes any kind of sense. The single and return are the same level of charge on the Tilbury Line, quite immaterial from the point of view of level of charge. The London, Tilbury and Southend passengers are paying ordinary fares when buying single or return tickets.

3032. I was only trying to get the number of people travelling from Tilbury and Southend who would, if there was a day-return fare, take only a single because they did not wish to come back, or who would take an ordinary return fare.—Now you are speaking of passengers from Southend, and these figures have no bearing on this. Southend is only a fraction of the London, Tilbury and Southend figures.

3033. I was referring to any passengers on that Line; but I was trying to exclude the people travelling on the concessionary fares you give to people travelling there and back in a day. The proportion of the people who wish to take only a single fare, or, let us put it this way, of the people who did not wish to return home the same day, would be very small.—I do not know, we find that where the ordinary single and ordinary return are on the same basis on the London Transport system there is a very small demand for return tickets, and most people prefer to take singles.

3034. That is obviously a question of mere practical convenience, is it not?—No ; freedom of choice in the exact way in which they make their return journey.

3035. Let us come to it another way. It is true, is it not, that the travellers on the London, Tilbury and Southend Line are in every case charged the full scale fare applicable?—If you are asking whether the are any sub-standards on that Line, I think the answer is very few, if any.

3036. And certainly, as far as the extreme length of the Line, that is coming up to the seven stations which constitute the end of the Line, from Leigh to Shoeburyness, there are none?—There are no sub-standard charges?

3037. There are no sub-standard charges.—I believe that is right.

3038. I want to see how we compare with other people in the country because, as I understand it, when you put up the Southend fares under previous Schemes it was on the basis that everybody had to share the burden and pay so much per mile. Would you please look—I am coming to the Southend exhibits now, Mr. Valentine ; have you got them in front of you?—Yes.

3039. I would like you to look at Southend Exhibit 3, the substituted one, which deals with returns : ordinary returns, day returns, and half-day returns. Taking the seven stations in the Southend Area and a representative list of other stations at comparable distances round London, from 33 miles—we are actually given to 84 miles, but we only need go to 50 or 44. With regard to that list, Mr. Valentine, we did select those towns, and we endeavoured to make them as representative as possible and to select all the principal stations at those distances. It does not pretend to be exhaustive, but do you in any way quarrel with that list as not being representative in the stations we have selected?—I had not looked at it from that angle, but I think that is a fair enough comment.

3040. We did disclose this list of stations and we have not had any complaint.—I agree they are a fair selection.

3041. I want to see what happens to an inhabitant of Southend who wishes to travel to London for the day and wishes to return home at night, to see how he compares with other people. A gentleman travelling from Leigh, which is 33 miles from Fenchurch Street, has to pay 8s. 4d. ; that is the standard fare, is it not?—A gentleman from West Mill has also to pay on his day return 8s. 4d.?—Yes.

3042. A gentleman from Wargrave apparently has a half-day return, but I do not think we need bother about those. We can strike that out. On the other hand from Bagshot and Bracknell they seem to get an advantage.—They seem to, but you see you have a note at the end which may qualify some of these fares. You say "The day-return fares in respect of journeys wholly within the London Area are issued daily by any train in both directions. Where the day return and half-day returns

are shown in respect of journeys beyond the London Area, they are excursion facilities and may be subject to conditions as regards days of issue and the trains may be specified. Without further information on that point you could not assume that the Bagshot passenger has got this 7s. 6d. fare available to him by any train any day as the Leigh passenger has.

3043. Is Bagshot, do you happen to know, Mr. Valentine, on the London Lines or not?—It is outside the area.

3044. Outside even the area of the London Lines?—Yes.

3045. In any event, people presumably who are taking a day-return ticket are not travelling in the crowded early morning travelling hours or on the season-ticket trains if they can avoid it. A person who takes a day-return is generally someone who avoids the morning rush and the evening rush?—I do not think you could say that.

3046. I would suggest to you, Mr. Valentine, that the very high percentage of them do that.

(*Mr. Harold Willis*): It depends how long they want in London.

(*President*): If the fare here is restricted, and if Bagshot is outside the London Area, if it is restricted to days or times it is not comparable to the Leigh fare of 8s. 4d.

3047. (*Mr. Rougier*): It is comparable in this sense, they are getting a facility, even if somewhat restricted, which is not available in any circumstances to any of the travellers of Leigh or, as I shall show, from any of the other stations. In fact, Mr. Valentine, if you go down the groups, Chalkwell, for instance, has no facility of cheaper travel than the full scale of 8s. 6d., and in that group five out of nine, counting Chalkwell, are the same. In the next group six out of nine have to pay the full scale of fare.—Yes.

3048. In the next group, headed by Southend, only two out of 13 have to pay 9s. 0d. to get to London at any hour, and in the next group, Southend, East, only four out of 11?—No, I cannot pass that remark. You said only two in the Southend group, which is 36 miles.

3049. I beg your pardon, three ; I see East Grinstead.—No, I was not arguing about the two or three ; you said only two had to pay 9s. 0d. to get to London at any hour. Is that right ; I think that is what you said?

3050. Yes.—You cannot infer that all the others pay 7s. 6d. to go to London at any hour.

3051. I meant at any hour they could not get a cheaper rate, whereas these people can at a certain hour, at any rate, get cheaper rates.—When the 7s. 6d. fare is not available at those places where 7s. 6d. is given in your table, then the fare is higher than 9s. 0d.

3052. Quite, I agree, Mr. Valentine, but someone who is considering economy travelling from Henley-on-Thames, Aldershot, Camberley, can travel at a cheaper rate, a considerably cheaper rate?—If he can conform to the restrictions attached to that ticket.

3053. Which are, normally speaking, that he shall not travel in the crowded hours of the early morning travellers and season-ticket travellers, the usual morning rush hour?—I expect so, yes.

3054. I do not want to go through it all in detail, but in the next group only two out of five would have to pay the full rate at all times of the day. The next group is 39 miles. Only the unhappy Withyham would have to pay it, the other 10 would not. Shoeburyness, a distance of 40 miles, is 10s. return ; all the rest in that group have a concessionary fare, and after that you would have to go right down the list until you come to the Hazlemere, Saffron Walden and Burnham-on-Crouch, a distance of 44 miles, who pay the same as Southend. Then you have to go right to the bottom of the list until you get to some people who have to pay the same as Southend Central for that distance?—Yes.

3055. Now I want to look at the seasonal situation. For this I would ask you to look at Southend Exhibit 4, and the graph illustrating that which is Southend Exhibit 4. Now again, these are dealing with comparable distances, but we start from 25 miles and go up to 47 miles. Some

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of these, you will observe, Mr. Valentine, have a non-intermediate season ticket available?—Are you looking at the graph, Exhibit No. 1, at the moment?

3056. Would you take it from me, Mr. Valentine (it can be checked) that the number of stations on that list is 127, and if we subtract the seven stations in the Southend group we get 120. The Southend stations all pay the full rate. Will you accept it from me, and this can be checked, that of the remaining 120, 62 pay the full standard rate, and 58 either pay a sub-standard rate or have a non-intermediate available, the non-intermediates numbering six?—Yes.

3057. So it looks as though 50 per cent. of the stations round London pay full price and 50 per cent. approximately pay less than full price?—That is the effect of this list, yes.

3058. And we have agreed it is a representative list. Now if we look at the graph we have listed there 48 crosses referring to 48 places with sub-standard fares, some of them, I think, are doubled up, Crowborough and Leighton Buzzard are doubled up, and Theale and Biggleswade, and I think we have left out the non-intermediate. It shows a very considerable degree of concession extended to quite a number of people?—Yes.

3059. For instance, I see just above the word "key", there is a little cross marked 25 which is way, way down below its standard fare. I see that is Hockley, doubtless known by the local railway travellers as "Happy Hockley".—Hockley is in your area, is it not?

3059A. I do not know where it is.—Yes, it is, it is just on the outskirts of Southend. It is on the other line to Southend.

3060. It is on the loop, is it, then Hockley would not be a fair comparison.

(President): It would be still, "Happy Hockley".

3061. (Mr. Rougier): You see the dot-dash line, which were our proposals in 1951 for a fare, that is rather higher, is it not, than the average line drawn through that group of sub-standard fares?—I see what you mean. That is how it looks to the eye.

3062. Let us look now at Southend compared to what I suggest is a proper comparison, the coastal and river towns. For this purpose we look at Southend Exhibit 2 and graph No. 5. Before we do that would you agree with me, Mr. Valentine, all these towns have non-intermediate season tickets, and the non-intermediate season ticket is the one mainly patronised by the people who travel up daily to London to work?—I think so, yes.

(Mr. Rougier): So that is the true comparison between the fares that the commuters pay in travel.

(Mr. Harold Willis): As you appreciate, that is what we were hoping to get rid of, and we would have done so had it not been for the Government intervention.

(Mr. Rougier): I hope you will not get rid of it. I am just seeing how Southend is situated compared with other people. Looking at that one can see that it is true that every single one of the coastal towns enjoys a fare to some extent sub-standard except for the towns in the Southend group.

(President): Looking at Southend 2?

(Mr. Rougier): Yes, Southend 2 and Southend 5.

(The Witness): I expect that is so. I have not checked to see if all of these are sub-standard.

3063. (Mr. Rougier): If you look at the graph, Mr. Valentine, looking from left to right, the first group of crosses you come to between 30 miles and 40 miles are what I might call the River Group—Pangbourne, Tilehurst, Reading, Henley-on-Thames, Wargrave and Twyford. They apparently enjoy quite a pleasant season facility below the line proposed by Southend in 1951.—Yes.

3064. Coming next to the next rate of price, there seems to be at a distance between 60 and 75 miles a group of towns, Brightlingsea, Clacton, Dovercourt, Frinton and Walton that enjoy a very high degree of concession in their fares?—Yes.

3065. Then again we come further up to distances between 50 and 60 miles—the Hove, Brighton, Portslade, Southwick and Shoreham group—again about bisected by

the Southend 1951 proposal, and considerably less than the standard. The next group is Newhaven, Lancing, Whitstable, Worthing, Eastbourne, Pevensey and Angmering which again enjoy a considerable concession.—These are all non-intermediates which you are comparing, on this graph, with scales designed for season tickets with intermediate availability.

3066. You will remember that although we asked you last time we were unable to get a non-intermediate season ticket. We have never been granted it. So we have to compare them in this way and we have agreed that the commuters take the non-intermediate in the majority of cases. The highest group is St. Leonards, Hastings, Bognor Regis, Margate, Folkestone, Littlehampton, Westgate, Dover Priory and Deal. Deal is particularly fortunate, but I think possibly the distance there, 88 miles, is because they come round through Dover, is it not?—I do not know by what route the ticket is available.

3067. For that reason we have not put down on this map Broadstairs or Ramsgate, which you will see at the bottom of our list of coastal towns on Southend Exhibit 2, which your corrected figures given to us show for 120 miles. Our original figures I think were about 75 or 78. Anyway they do not appear, but it is clear, is it not, Mr. Valentine, that every single coastal town which acts as a dormitory for London business men, except for the group on our line, enjoys a concessional and sometimes a very heavy concessional rate?—All those on your list; I do not know whether I would go so far as to say every town.

3068. I did say every coastal town that acts as a dormitory for London. Can you suggest any others?—No; it may be true, but I was trying to get that information.

3069. If it helps you at all, I have been over the map of England myself and I cannot think of another.—I will accept it for the moment. I will raise it again if I may if there is any doubt about it.

3070. I now want to pass to quite another aspect of it, Mr. Valentine, that is the effect of the various schemes upon the Southend line. It is a fact, is it not—and I will take for the sake of simplicity the fares from Southend Central Station—that in the 1950 London Area Interim Scheme the season ticket charge was increased by 15.71 per cent. and the early morning by 13.3 per cent.—I think those figures are right, yes.

3071. Of course that Scheme was only dealing with the London area. Most of the increases of that percentage referred to very much shorter distances of travel in the London area.—Yes, naturally, because Southend to central London is one of the longer journeys in the area.

3072. So therefore the cash effect of that increase was much heavier in Southend?—Yes, it applied to a larger base.

3073. It is true, is it, that the other Railway Executive seasons either remained much the same as they were or were even reduced?—Those that were on their standard scales were reduced because they were already on the higher base than the basis established by the 1950 Scheme.

3074. The 1951 British Transport Passenger Charges Scheme had the effect of increasing the Southend season by 17.75 per cent. and the early morning by 20.59 per cent.—That would be about right, yes.

3075. So that in eighteen months those travellers had a total increase of 38.57 per cent. on the seasons and 38.67 on the early mornings?—Yes, taking the two percentages together.

3076. Again I think and hope my arithmetic is correct. What was the effect of the Government intervention in August last year?—Upon what?

3077. Upon these increases. Did it have any effect at all upon the Southend increases?—No.

3078. There was £1.2m. of revenue lost to the Commission, but none of that was saved to the London-Tilbury-Southend line?—I think that is correct.

3079. Would you look at Exhibits 6 and 6A. 6 is merely a list of the towns that I have been dealing with, the coastal towns, giving their season ticket rates from pre-October, 1950, up to date. We need not go through the whole of that because if we look at 6A that sums up the result of 6, and that shows, does it not, Mr. Valentine, that the

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7 towns from Leigh-on-Sea to Shoeburyness have had increases calculated on their three-monthly season ticket rates of from 33.7 per cent.—no, I beg your pardon, Shoeburyness is the lowest, the highest is 41.04 per cent.—Yes.

3080. Looking at a representative group of the rest of the coastal towns, those that had an ordinary season ticket rate, most of them went up by about 9.5 per cent. or 9.1 per cent.—Yes.

3081. But those that had a non-intermediate rate varied in increase from 6.27 per cent. to 7.65 per cent., which I think is the highest. The majority of them are from 6.27 per cent. to 7.03 per cent.—Yes.

3082. You will agree, will you not, Mr. Valentine, it is a very vast difference between the increases of the two classes?—The percentage increases are greatly different, in the two groups.

3083. And would you agree that your present proposal of a flat rate of half-a-crown a mile?—Half-a-crown a mile I do not identify.

(President): I think you made a slip, Mr. Rougier. I thought it was a flat rate.

(Mr. Harold Willis): It is 2s. not 2s. 6d., and it is per month, not per mile.

3084. (Mr. Rougier): That flat rate of 2s. a month will even increase those differences of percentage. It must do, must it not?—No, I do not think it will. I think it reduces it.

3085. It is a question of arithmetic, but I should have thought, Mr. Valentine, that an increase of X pence on £1 would be a very much higher percentage than an increase of X pence on £2.—I should have thought when you added 2s. to a large increase already made you had less effect on the total percentage increase than when you added to a small increase already made.

3086. I was taking it at what the figure now is, Mr. Valentine. It is obvious, is it not, that the season tickets—we will take the actual figures if you like—looking again at Southend 2, if you take any of them, Hove is the top one, non-intermediate £16 6s. 3d. If you add a flat rate of 2s. 0d. a month, that is the three-monthly, so the monthly will be something like £5 9s. 0d., if you add a flat rate of 2s. 0d. upon that it would be a lesser increase than if you added a flat rate of 2s. 0d. upon £3 4s. 0d.?—I see, that is quite a different calculation from the one you originally put.

3087. No, that is the one I originally put?—I am sorry I thought you said the effect of adding 2s. 0d. to all the rates would be to widen the difference between the first set of percentages in the right hand column and the remaining set of percentages.

3088. So it would, I want to pursue this to see what is the effect of the successive charges you have made under the successive schemes upon the traffic from Southend. If I may look for the moment at B.T.C. 510, Appendix H, you there give an estimate of what the increased yield will be from your proposals, do you not?—You give your gross yield from London lines you expect to be £316,000. Have you got it?—Yes.

3089. And your discounted yield as £300,000?—Yes.

3090. In other words you are expecting to lose 16,000 passengers?—That is a round figure.

3091. You are trying to estimate what you are going to lose, and that upon £7,608,000 is approximately 0.21 percentage loss?—Yes, I think so.

3092. These are upon season ticket rates, and those I gather are the Commission's estimates of decrease that is going to occur in the usage of season tickets. You are going to lose about 0.21 per cent.?—No, I could not give an estimate at all. We said we thought we would lose extremely little season ticket traffic from the increases proposed by this Scheme.

3093. Of the order of about a quarter per cent.?—No.

3094. It is mathematical, Mr. Valentine?—It is nominal. The 300,000 is a round figure. You might just as well have put 300,000, if the gross yield happened to work out at 308 as if it worked out at 316.

3095. You expected to lose less than one per cent.?—Much less, yes.

3096. Are you quite satisfied, Mr. Valentine, that the decrease to be attributed in the passengers travelling from

the increases of your two previous Schemes has yet been exhausted?—If you mean could a further reduction in travel occur from places like Southend if the rates were substantially increased I should say probably it would.

3097. Even if they were not, Mr. Valentine; I am wondering, is not the effect of an increase of rates extended over a long time. After all, householders, if they find they can no longer afford the journey take time to dispose of their house and find new quarters nearer their work?—That can happen in some cases, yes, certainly.

3098. I want to see if we can find out what is happening to the early morning and season travel from the Southend line, and for this purpose would you look at Exhibit Southend 7.

(President): Is this the number of empty houses in Southend owing to people having sold them?

3099. (Mr. Rougier): No, it is the number of people travelling. (*To the Witness*): For the purposes of examining this table, I think we can lump the first four lines, Daily workmen, Early morning return, Weekly workmen and Weekly early morning return, together. That is one class of travel?—Yes; there may be switches between workmen and seasons from time to time.

3100. I am coming to that in a moment, but looking at the four, for the moment, we find it starts January, 1950—by the way you know these are the figures the Commission have supplied us with, taking a representative travel at these periods—of 1,359 in January, 1,221 in July; in 1951, January amalgamating those two items, 1,482, July, 1,587. In 1952, January, 1,508, in July, 1,910, a jump, January, 1953, 1,534. So it looks therefore as if that is up by roughly 14 per cent., something between 10 and 14 per cent?—I am sorry, I have not followed you there.

3101. What I am saying is, Mr. Valentine, that there has been a slight increase, rather more than a tenth, in the early morning travel.—You mean by adding together the first four lines?

3102. Yes, I suggested that those four should be grouped together.—Yes; there is no appreciable decline, there is an increase.

3103. I say there is an increase; we agree about that. Then taking the weekly season, in 1950 it was very small, 27 and 41. That was largely due, was it not, to the fact that before your Interim Scheme your weekly seasons had an enormously high charge?—Yes.

3104. So I think we ought to disregard those figures and if we go on to the figures for 1952, 1953, they are pretty level.—In the weekly seasons, yes.

3105. So let us call that level. When we get to the monthly season we get a very different state of affairs. In 1950 the average of those two is 2,525. In 1951 there is a definite decrease, 788 and 1,717. 1952 is down again, 1,487 and 1,537; and January, 1953, 1,244. There is a drop between 1950 and 1953 of about 50 per cent?—Yes.

3106. Let us take the quarterly seasons. There is a pretty steady drop down the scale, starting at 4,691, 3,536, 3,494, 2,876, 3,243, 2,296, 3,250; a drop of 33½ per cent. approximately.—Yes.

3107. Would you also agree that that shift from the longer season ticket through the level weekly, and some of it on to the early morning, indicates the financial burden upon the travellers? They cannot afford the longer season, and those of them who still travel now travel early morning in preference?—I think that has certainly been a factor in the picture, yes.

3108. Let us look at the totals, we start with 8,456 in 1950, 7,469, 6,919, 6,417, 6,495, 6,173; a steady drop of 25 per cent.—It is best of course to read the four January figures in sequence, and all the July ones in sequence.

3109. The only ones that really differed I thought, Mr. Valentine, were the quarterly seasons where you could separate the January ones and the July ones, and in each case they gave a steady gradation down of the same class. But even if you take the January ones you drop from 8,456 total to 6,173, and that is the figure I have taken as saying there is a 25 per cent. drop.—From which?

3110. From the 8,456 to the 6,173.—Yes.

3111. If you like to take from July, 1950, 7,469 to July, 1952, 6,000, it is again much the same drop; it is 25 per cent, again, roughly speaking.—Yes.

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[Continued]

3112. Does that not show, Mr. Valentine, that in fact you are killing the goose at Southend?—No, I think that would be a great over-statement.

3113. It is a very big difference, is it not, Mr. Valentine, from the sort of figure of less than 1 per cent. that you were expecting from the drop due to this Scheme?—Yes.

3114. It is a very different figure, is it not, from the reductions you expected under the previous Schemes?—I am not sure that we made any separate estimates for the expected loss of traffic at Southend. I will check that.

(President): Mr. Rougier, are these figures travellers living at Southend and coming to London?

(Mr. Rougier): Yes, Sir, they are.

(President): Ought not the heading on the left side of the Exhibit to say, "From all stations in the County Borough to Southend"?

(Mr. Rougier): Yes, it should. Those people do not travel from London to Southend; it ought to be "All Stations within the County Borough to Fenchurch Street".

(Mr. Harold Willis): And back, I suppose?

(Mr. Rougier): Always, of course, on a season ticket.

(The Witness): A season ticket can be purchased at either end, but of course, this is practically all season ticket travel by residents at the Southend end of the journey.

3115. (Mr. Rougier): Do you remember, Mr. Valentine, saying in answer to my friend Mr. MacLaren on the Tenth Day, page 178, Question 2,692, when you were talking really of selected cheap facilities, half way through the answer: "But as I explained quite fully, if there were any cases we found where classes of traffic could be stimulated by a lower fare on a scale which would improve the net fare in London, we would do it. I also spent a good deal of time yesterday explaining why the circumstances in London were not favourable to finding such cases, whereas they are more readily found in the provinces." Just before the end of that cross-examination at page 180, Question 2,755, you see your answer: "At the moment I know of no place where I could recommend it should be made. That may not be the position if we were to discover that a substantial block of traffic was disappearing because of the level of fares. Serious consideration would then arise as to whether it could be maintained and increased by changing the level of fares." And in your answer to the next question after that you said "Well it would not wait necessarily until it had disappeared or faded away, of course. One would detect the signs, but I just do not think that is likely to occur because we are constantly watching for it." Mr. Valentine, may I suggest to you that I have been able to draw your attention to a case where the traffic is fading away and where such a fare might usefully be offered?—I thought you were going to say that, but of course my discussion with Mr. MacLaren was wholly in relation to off-peak travel to begin with.

3116. I know it was, but the principle remains the same, does it not, Mr. Valentine.—I think in an extreme case it could.

3117. Do you not think that I have by means of these graphs and figures been able to indicate to you such a case?—No, I think it is still clear that the increases which admittedly have been severe on some of the Southend charges, because they were so sub-standard in the past, have nevertheless increased the net revenue of the Commission, and that to reduce them would not have the effect of still further increasing the net revenue.

3118. I have made my point, Mr. Valentine. Now I have only two very minor matters to finish up with and these are suggestions by the Southend Railway Travellers' Association. The first deals with the question of the handing in of season tickets. They suggest an amendment to Section 31, paragraphs 7 and 8 in the conditions of issue of tickets.

(Mr. Poole): In the Scheme itself, is it?

3119. (Mr. Rougier): Particularly in view of the increase of prices of season tickets, Mr. Valentine, the holders of them are concerned not to lose the value of them more than necessary, and your Section 7 reads at present: "The holder of a ticket issued for a period of more than one calendar month may deposit the ticket with the Executive, whereupon a refund of 75 per cent. of its value for the

period of deposit will be allowed, provided that the period of deposit be not less than:—(a) in the case of illness, upon the production of a certificate of a registered medical practitioner, 21 consecutive days," and "(b) in any other case 28 consecutive days." Now Mr. Valentine, you are only extending that concession to tickets of more than one calendar month. The suggestion of the Railway Travellers' Association is that that should be extended, and that it should leave out the words "of more than one calendar month" and furthermore that you should leave out the words "of 75 per cent.", so as to read "whereupon a refund of its value for the period of deposit"; that the period of deposit upon production of a certificate of a registered medical practitioner should be reduced to seven days, and in any other case should be reduced from 28 days to 14 days, or as an alternative, an extension of the time of the season ticket should be allowed. Would you agree to that?—No, we think the existing regulations are sufficiently well drawn up to meet all reasonable needs, that any extension of them on the lines you have suggested would really give little further benefit except in certain cases where people could buy season tickets and recover a refund on them for the purpose of making their journeys at lower total cost than the present standard charges required.

3120. Surely that would not be so, would it?—It could be.

3121. Supposing a monthly season ticket holder fell ill after one week and failed to use his season ticket for the last three weeks of the month, he would not have travelled more cheaply would be?

(President): Mr. Rougier, is this objection directed to securing the insertion in the Scheme of a particular condition?

(Mr. Rougier): Yes, Sir, it is, with regard to season tickets.

(President): If the clients on behalf of whom you at present are speaking, the Travel Association, think that that condition is unreasonable they have had the right ever since the Scheme was introduced to come and get that insertion adjudicated upon.

(Mr. Rougier): Yes they have, but they have seen fit to raise it here rather than come on their own.

(President): Are you going to suggest that it is really reasonable that we should insert in the Scheme a particular condition of that sort? If we deal with one aspect of the conditions, shall we not have to deal with the whole lot?

(Mr. Rougier): But this is the only one to which there is any objection, so far as I know. It is of course a very minor adjustment, but I should have thought a proper one.

(President): I am only thinking, not what is objected to but into what detail, to make the document a reasonable document, the Scheme ought to go if it is going to deal with one amongst the very numerous conditions which govern the issue of season tickets.

(Mr. Rougier): I think that is a matter for the Tribunal, but I have been instructed to raise it, and I do raise it.

(President): I rather gather you have formulated an amendment?

(Mr. Rougier): Yes, the amendment is formulated in the Objection of the Railway Travellers' Association; it is appendix Z.

(President): This is Southend-on-Sea Railway Travellers'? It is formally put in as an amendment of the Scheme?

(Mr. Rougier): Yes.

(President): Do they say where they want it put in?

(Mr. Rougier): Yes, Section 31. They set out the new version of seven and eight that they require.

(President): That is an amendment of the conditions, but they have not prepared it as an amendment to the Draft Scheme?

(Mr. Rougier): No.

(President): That is what one wants to consider.

(Mr. Rougier): That is true.

(President): You had better consider at some stage what is the amendment proposed.

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[Continued]

3122. (*Mr. Rougier*): I will. Then there is a similar sort of amendment in regard to clause 8, for handing it in, and I suggest it should be three days instead of seven days, Mr. Valentine. Then they have another suggested amendment to the Scheme, and that is that there should be a cheap-day return from Southend to London similar, or somewhat similar, to the concessional fare that you give from London to Southend?—Yes.

3123. You are probably aware, Mr. Valentine, that the withdrawal of the cheap-day return caused a good deal of heartburning in the population there, and it has been raised in every Scheme since?—Yes.

3124. And their proposal, and the scale that they suggest, is set out in Appendix Y to their Objection, for a cheap-day return from Southend Area to London. Have you any comments to make upon it, Mr. Valentine?—This proposal, as I understand it, is for a reduction in the whole scale, not for a cheap-day return.

3125. No, Mr. Valentine, it is a day return.

(*Mr. Harold Willis*): What you say is a scale of day-return fares of the London, Tilbury and Southend Lines will be submitted for the consideration of the Tribunal.

3126. (*Mr. Rougier*): Yes, that is it?—This is a proposal to reduce the day return fares, in effect to reduce the ordinary fares throughout the London, Tilbury and Southend Lines for day-return journeys?

3127. That is right, yes.—Of course, it would involve a very substantial loss of revenue and if it is proposed, as I take it it is, for the whole of the London, Tilbury and Southend Lines, it would represent a considerable amount of disassimilation with other charges in the built-up area inside the London Transport Area.

3128. Could you then apply it to say a limit over a given mileage, over 25 miles or something of that kind?—It would still have the effect of reducing the revenue from the existing charges, and you cannot introduce cheap fares of that kind without having some consequential by summation on other fares and distances for which they are not intended.

3129. I was only trying to assimilate them from the day-returns given from other towns listed in Southend, Exhibit 3.—It goes very much further than that, it produces a day-return scale for the London, Southend Line.

3130. If you object to that I am willing to restrict it to, say, distances over 30 miles.—The alternative about which you started speaking was the request for a cheap-day fare from the estuary towns to Fenchurch Street.

3131. That is what I am after.—The Commission are still of the opinion that that does not stand up to the test which we apply to cheap concessional fares, and would not increase the net revenue. But they are experimenting, as you may know, with a cheap evening fare from the estuary towns to the London Area, and that was introduced this month.

Cross-examined by Sir SHIRLEY WORTHINGTON-EVANS.

3136. I have not very much with which to trouble you, but there is one matter upon which I want your help.—Certainly.

(President): You have not lodged any Exhibits, have you?

(*Sir Shirley Worthington-Evans*): No, but we have submitted to the Commission a document which is headed "Statement of certain fares and fare stages", and which bears the word "Appendix" in the corner. It was really only just in order to give Mr. Valentine the opportunity to inform himself about the questions he is going to be asked, more than anything else.

(President): If we ought to inform ourselves, we had better have a copy of the paper.

(*Sir Shirley Worthington-Evans*): I am sorry to say that I do not think I have any spare copies.

(President): Very well, then let us see how we get on.

(*Sir Shirley Worthington-Evans*): I do not think that you will require it.

(President): Very well.

3137. (*Sir Shirley Worthington-Evans*): Do you accept that the night population of the City of London is about

3132. You have not yet had enough time to get any data upon the effect of that fare, have you, Mr. Valentine?—I think I have seen some figures of bookings; I was looking at them yesterday. There has not been a sufficiently long period to be very conclusive yet. I do not think the experiment can either be said to have succeeded or failed at this stage.

(*Mr. Rougier*): Thank you, Mr. Valentine.

(*The Witness*): Mr. President, may I make a correction to an answer I made to Mr. Rougier on Thursday, and perhaps do so now while he is here in case he wishes to ask me any further questions on it? The question was the second one he asked me, 2758. He said, "Can we agree, for instance, that the area served by the London—Tilbury—Southend Line forms a little enclave of its own?"—and I said rather reluctantly, "Yes, if you like that phrase". Well, there are two reasons why I wish to amend that answer. I did not appreciate quite the force of the question, and I also had doubts about the suitability of the word "enclave". If I may deal with that minor point first, I did look up the meaning of the word "enclave" in the Shorter Oxford Dictionary, that is the substantial two-volume edition, and the only meaning given to the word is "a piece of territory entirely shut in by foreign dominions".

(*Mr. Rougier*): That is precisely what I meant, Mr. Valentine.

3133. (*President*): What is the other point?—Even in its figurative use I had thought, when I answered the question Mr. Rougier was putting to me, that the estuary towns formed a little enclave of their own. He had just mentioned in his first question the Borough of Southend and Southend Travellers' Association, and I completely failed to notice that he had switched from that to the London—Tilbury—Southend Line as a whole. In those circumstances, not with any use of the word "enclave" could I agree that London—Tilbury—Southend Line as a whole, and the area it serves, form an enclave or even are the common type, or that that area is even a common type throughout. I thought he was referring to the estuary towns.

3134. (*Mr. Rougier*): Can we perhaps agree to meet half-way—outside the area of the old London Passenger Transport Board, which would be the other side of Upminster?—Yes. If those words had been in your question I would not have raised the point.

3135. (*President*): Upminster and eastwards?—Yes, beyond Upminster.

(*Mr. Rougier*): That is really what I did mean, thank you.

(*Sir Shirley Worthington-Evans*): Would it be convenient if I were to ask a few questions now, Sir?

(President): Yes, certainly.

5,260?—It is some quite small figure of that order; I do not know exactly.

3138. And that the day population is somewhere between half a million and three-quarters of a million?—I will accept that from you. I take it that you have that from some reliable source.

3139. Those are the figures I have been given. I am afraid that that is rather a wide figure, between half and three-quarters of a million, but the difference between that and the first figure I gave you are practically all your customers, are they not?—A high proportion of them, yes.

3140. The vast majority of people coming to work in the City come by some form of public transport, because if they come in their own cars they do not know what to do with them?—Yes, but none the less a large number do come by private cars. However, the great majority are our customers.

3141. This is a very fine body of customers, is it not, in such a small area, regularly five days a week?—If you mean that they are an attractive commercial proposition to us, we could say that much more easily if they did not come in such intensive peaks.

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[Continued]

3142. You would rather shepherd them at times which you selected rather than the times they select?—It would be commercially more attractive and cheaper for them.

3143. If there was any competition between the various types of transport available to them, as there used to be at one time, there would be very great competition for their custom, would there not?—I do not know that there would, because the capacity of all the services is fairly heavily taxed at the peak hours.

3144. Would there not? Surely the Bus Company would want as many people to go by bus as possible, and the Underground would hope to attract as many people to their services as possible?—Not necessarily in the case of peak traffic, no. It is quite a fallacy to suppose that the peak traffics are highly remunerative, and that two competitors would go all out to get the last part of the peak traffic. It is a public obligation to carry it, but it is not necessarily remunerative at all.

3145. Therefore your view is that even if there were competition there would be no anxiety to get the custom of these travellers?—Not at the top of the peaks.

3146. I suggest that the attitude then would be that the customer would always be right, if there were?—I do not like the way you emphasise the word "then". We hope that we are polite to our customers.

3147. Do you take the view now that the customer is always right in the broad sense?—Of course, nobody really takes the view that the customer is always right.

3148. No, but I mean in the sense that the private trader does? Do you go out of your way to comply with all their reasonable requests?—If that is another way of putting the question: Do we try to be courteous to our customers, the answer is Yes. Of course, if you take it literally, nobody could agree.

3149. You do try to comply with all their reasonable requests?—In so far as lies in our power, I would reserve some right to put our own interpretation upon the word "reasonable", until I hear what lies behind your question.

3150. I am not disputing that it is right for them to pay the average charge based on a unit cost, but is it unreasonable for them to want to have a season ticket issued to them for the station to which they wish to go?—They can get a season ticket, if you are speaking of the London Transport system, to and from any pair of stations.

3151. Can they? Have you been shown a copy of this document, the "Statement of certain fares and fare stages"?—Yes.

3152. It may be that these instructions are quite wrong, but if you look at the first journey, a season ticket required between Hillingdon and Moorgate, I am instructed that no such ticket can be obtained?—If a passenger insisted on having a season ticket from Hillingdon to Moorgate, I think we would be bound to issue it to him, but the season ticket rate is the same from Hillingdon to Liverpool Street, which is one station beyond, and we make the practice of issuing a season ticket from Hillingdon to Liverpool Street to cover the passenger who normally only wants to go from Hillingdon to Moorgate, because if at any time he does want to make that additional journey and get out at Liverpool Street instead, there is no reason why he should pay extra because his season ticket has been cut back to Moorgate. Therefore we give him the season ticket for the full distance covered by the rate.

3153. That is very considerate, but supposing the man comes and says he wants a ticket from Hillingdon to Moorgate, why should you inflict upon him the charge either from Hillingdon to Liverpool Street or from Hillingdon to Aldersgate? He may never wish to go to Aldersgate, and he may dislike having to get out at Liverpool Street and go on by some other form of transport. —He is not. All the season tickets are intermediately available, and when a passenger who normally wishes to travel between Hillingdon and Moorgate carries in his pocket a season ticket from Hillingdon to Liverpool Street, which is one station beyond, he can still get out at Moorgate.

3154. Perhaps it should be Hillingdon to Aldersgate.

(President): The first does not seem to me a very poignant case of oppression.

3155. (*Sir Shirley Worthington-Evans*): I was wondering not whether it is oppression or not, but whether there is any good reason for it. (*To the Witness*): Is there any good reason for it?—I think we should be open to a good deal of criticism if we did not issue our season tickets to cover the maximum distance which can be covered at the rate paid by the passenger.

3156. It is necessary clearly for single tickets to have fare stages at reasonable distances, because the coininge does not permit a further sub-division, but that is not so, is it, when you have season tickets. There is no reason why you should not have a fare worked out at the correct rate from Hillingdon to Moorgate?—It is not impossible because of the coininge, I agree, but the scales of season ticket rates have been always constructed—and new scales in the last few years have been approved by this Tribunal—on the basis of a changing rate for every additional mile, fractions of a mile to count as a mile; and there has been no suggestion that I remember that there should be rates for fractions of miles. It would be open to this objection if there were, that passengers do tend to compare the season ticket rate with the cost of travel at ordinary fares, and it is desirable that if the fare from Hillingdon to Moorgate and the fare from Hillingdon to Liverpool Street are the same—that is to say the ordinary single fare—the season ticket rates related to those fares should be the same. As far as possible, in constructing our season ticket rates, we try to arrange that, and that is the effect of applying the standard scale as well. Both Hillingdon to Moorgate and Hillingdon to Liverpool Street are chargeable distances of 19 miles; one is 18.38 miles and the other is 18.72, so they are both charged at 19 miles. Normally, and I expect it is the fact here, the ordinary fare to both is the same, so the season ticket rate to both is the same.

3157. But the season ticket rate is different, is it not? The season ticket from Hillingdon to Aldersgate is £3 5s. 9d.?—To Aldersgate, yes.

3158. (*Mr. Harold Willis*): Mr. Valentine was comparing Moorgate and Liverpool Street.—Which are within the same chargeable mileage. Hillingdon to Aldersgate, which is one station short of Moorgate, is an actual distance of 17.97 miles, chargeable as 18 miles. The next two stations from Hillingdon, that is to say Moorgate and Liverpool Street, are both within the 19 mile chargeable distance, and both have the same rate.

(*Sir Shirley Worthington-Evans*): Supposing a person was charged on the proper rate for season tickets for the actual mileage from Hillingdon to Moorgate, what would his season ticket rate be?

(*Mr. Harold Willis*): When you say "the actual rate" do you mean the actual rate as provided under the existing Scheme, or under our new Scheme, namely, that fractions are to be reckoned as a mile? What you are in effect now asking is that this provision in the Scheme dealing with fractions ought to be altered, because unless you alter it, it makes no difference whether your ticket is labelled "Liverpool Street" or "Moorgate"; you have to pay the same, and, having to pay the same, Mr. Valentine is merely telling you that it is in the interests of the customer that he should have the greater distance available to him if he is not going to get any reduction in the fare.

3159. (*Sir Shirley Worthington-Evans*): I am much obliged to my friend. (*To the Witness*): Is it this, then, that the differences and the apparent anomalies pointed out in this Appendix all result from the fractions being treated as a mile?—Yes. I do not regard them as anomalies at all myself, but it seems to me quite reasonable that the charge for a season ticket for 18.38 miles should be the same as the charge for 18.72 miles.

3160. It seems odd to me, but again perhaps there is an explanation which I do not follow. Look at the one which is second from the bottom, Edgware to Moorgate. If you want to go from Edgware into the City, and you get out at Moorgate, you have either to take a ticket which stops you short of the City at the Angel, or you have to take a ticket which entitles you to go right through the City under the river and down to the Borough.—Yes, that is true.

3161. That seems a very odd state of affairs to have happen to one, that if you want to use Edgware Station

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[Continued]

you cannot buy a season ticket to the City of London?—You can, but the same rate will cover you for a distance beyond, because there is a sub-standard rate in operation on that line which has not yet been raised to the standard. If the rates were on the standard scale coming from Edgware to the City on the Northern Line you would get a separate rate for Angel Station, and then another separate rate which would cover both Old Street and Moorgate, and a third and higher rate which would cover Bank, London Bridge and Borough, but because the rates to stations south of Borough are so sub-standard from Edgware, the whole of that range is covered, with the exception of Angel, by a common rate far below the standard scale. If a passenger only wants to have a season ticket from Edgware to Moorgate or to the Bank, and our rate is in fact the same, because it is temporarily sub-standard, to London Bridge and Borough, we think it proper to give him a card which entitles him to go to Borough if he wants to.

3162. So when you have a sub-standard fare, you get round it partly by saying: "I am not going to issue you with a ticket to the station you want to go to; you have to pay to go three or four stations further on"?—No, you have gone completely wrong there. I must have explained it very badly.

(Sir Shirley Worthington-Evans): It may be that I have been very stupid in not understanding your explanation.

(President): Sir Shirley, we normally adjourn at about this time. Would it be very inconvenient to you if we were to adjourn now?

(Sir Shirley Worthington-Evans): No, not at all, Sir.

(Adjourned for a short time.)

(President): We shall have to rise at ten minutes to four this afternoon. The Society want the hall.

3163. (Sir Shirley Worthington-Evans): Before we adjourned, Mr. Valentine, you were explaining that the position with regard to the tickets from Hillingdon to Moorgate, and Hillingdon to Liverpool Street and Aldersgate was caused by the fractions rule?—Yes, the provision for charging fractions of a mile as a mile.

3164. Does the same thing apply with regard to journeys from Wembley Park to Aldersgate? There apparently you are either issued with a ticket from Wembley Park to Kings Cross, which is one station short of Aldersgate, or alternatively with one to Liverpool Street, which is one station further on than the passenger wishes to go. Is that for the same reason?—Yes, both reasons operate there. There is a sub-standard charge which has an influence on the Wembley Park rates. On the scale there would be the same rate from Wembley Park to Farrington, Aldersgate and Moorgate, because they all fall into the chargeable distance of 10 miles. There would be a higher rate from Wembley Park to Liverpool Street, because that falls into the chargeable rate for 11 miles on the standard scale. But in practice, the rates for Farrington, Aldersgate, Moorgate and Liverpool Street are all the same, because at the present time they are still sub-standard.

3165. I want to be quite sure that I understand how the fact that sub-standard fares enter into it affects the matter. Before the adjournment I raised the question of sub-standard fares with regard to the journey from Edgware to Moorgate, and when I asked you, you replied "Oh, that is the sub-standard fare". How does that affect it? I would like you to take Edgware to Moorgate. The person who goes to Edgware wishes to work at a station convenient to Moorgate Station. Why should he have to get out at the Angel and travel some other way from there, or alternatively pay a fare entitling him to go right through the City, under the River to the Borough? That has nothing to do with the fraction, has it?—Well, from Edgware the rates would be the same as to Old Street and Moorgate, even if there were no sub-standard element influencing the situation at all, owing to the fractions rule. Similarly there would be the same rate from Edgware to Bank and London Bridge, but it would be a higher rate than to Moorgate. And there would be yet another rate from Edgware to Borough, because the distance turns over into next mile, but in fact the Edgware—Borough rate was sub-standard to such an extent that it brings down the rate of all the intermediate points from Angel to Borough to the existing sub-standard Borough rate, because

obviously you cannot charge more from Edgware to Bank or Moorgate than you can to a station beyond. The sub-standard element arises in the Edgware—Borough rate in this case. I could give you the actual figures to make it clear, if you like. Would you like one or three months?

3166. Well, either.—One month is the basic rate and the way the scales are constructed. We can take it that Edgware to Angel, chargeable distance 11 miles, on the scale would be £2 6s. 3d. Edgware to the next two stations, Old Street and Moorgate, which are both chargeable distances of 12 miles, would be on the scale £2 9s. 3d. Edgware to the Bank and London Bridge, the next two stations, both chargeable distances of 13 miles, would be £2 12s. 3d., and Edgware to Borough, chargeable distance 14 miles, would be £2 15s. 3d. On that part of the scale you add 3s. for every additional mile. In this case the rate to Borough in operation to-day is £2 3s. 3d., or 12s. below the standard scale for Edgware to Borough. It is therefore impossible to charge more than £2 3s. 3d. for any of the rates—Old Street, Moorgate, Bank or London Bridge. So they are all on the same rate.

3167. So anyone who wishes to go from Edgware to Borough at the moment . . .—Yes, they are all fortunate in that they are all several shillings below the standard scale.

3168. Can we take it that if, in the future, you are successful in getting rid of your sub-standard fare, there will be intermediate rates along that route?—They are all available intermediate. They will be different prices with more refinement according to distance. And indeed they were so as from the 2nd March. At the 2nd March last we increased the sub-standard rates by more than standard rates, and the result of that operation was to give a different rate for the three stations, Old Street, Moorgate and Bank, and another rate—slightly higher—for London Bridge and Borough. But at the 31st August—by reason of Government intervention—the additional amounts that had been put on these rates because they were sub-standard over and above the increases, were withdrawn in August. And the result was to put you back to the common rate all the way from Old Street to Borough.

3169. If you are successful in the future, then, at establishing your ordinary fare rate, not a sub-standard fare but all the way through, there will be intermediate prices for the appropriate distances of 11, 12 and 13 miles . . . is that so?—Yes, that is right. The 12 miles charge will cover two different stations, and the 13 mile charge will cover two different stations. So it would not be a completely different rate for every station all along the line.

3170. Because of your fraction rule?—Yes, because they were all places within the same chargeable mileage.

3171. (Mr. Sewell): And because the stations are so close together?—Yes. It does not, of course, arise in the main line railways, but only in the central area of London, where you get as many as three stations within the same chargeable mileage.

3172. (Sir Shirley Worthington-Evans): Mr. Valentine, It is easily understood why you cannot have ordinary single fare tickets between the stations so close together, because the coinage does not permit it, but with regard to season tickets, quarterly and monthly, it would be possible, would it not?—It would be possible to move the charges in the scale by smaller amounts than at present in relation to smaller distances. It would be possible to do that, but the extent to which you could do it would be different for the weekly, monthly and three-monthly season tickets.

3173. Would there be any administrative difficulty, as far as the monthly seasons were concerned, at least?—There would be an administrative difficulty—that of considerably increasing the number of denominations for which tickets have to be stocked. But there is a further difficulty that I mentioned at the outset: that people are apt to compare their season ticket rates with their ordinary fares and consider what the discount they are being offered is for the journeys they normally make. And if you do not charge season ticket rates by the full scale—but by a shorter distance—you would have two or three different season ticket rates corresponding to the same ordinary fare. That would give rise to another kind of criticism. People would say "Why is my fare 10d. and my rate still £2 (or whatever it is) and the man who goes to the station beyond me only pays 10d. but his rate has gone up."

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[Continued]

3174. But it would be reasonably easy to explain, even to the most dense traveller, surely, that if his friend travels one station more than he does, his friend should pay more for his season ticket.—Not when he is testing it against the discount he gets on the ordinary fare.

3175. But I think even the most stupid traveller appreciates that there are only farthings, halfpennies and pence, and would be able to see that difficulty. It is much more difficult if he goes to the ticket window and asks for a season ticket to Moorgate, and is told that he must have one to Liverpool Street because no ticket to Moorgate is issued. Because that is what is in fact happening.—Yes, but the rates are only rising by different stages of the scale such as 1s. 6d., 2s. per month, which is a very small amount of difference.

3176. Yes, but it is a very great difference to the Commission in bulk, is it not? Yes, quite considerable.

3177. By the present method you cannot possibly lose. You must, in fact, be getting a lot of money from a large number of travellers for the facilities they do not want—I could not accept it put that way.

3178. I hope it was not gut offensively?—No, not in the least, Sir Shirley, but you say the Commission were getting money for facilities travellers did not want, but it is a statutory charge for what they do want. We never charge in excess of the statutory charge, though in some cases we have in fact to charge less.

3179. I was wondering whether there were any administrative difficulties in altering the statutory fraction rule, in so far as season tickets are concerned. One can immediately see the difficulties as far as the ordinary fare is concerned.—Having regard to the extremely restricted space in which so many of our underground stations have to be built, there is quite a serious difficulty about multiplying the stocks of tickets at any time.

3180. Could they not be in blank, and filled in in ink?—But that would create a much bigger administrative difficulty and time wasted at the ticket window when passengers were buying their tickets.

3181. If the man wants a ticket from Hornchurch to Moorgate, a blank ticket is taken out and the clerk would look at the charge, and fill it in.—And write it in ink, do you mean?

3182. Yes.—No, that would be a much slower operation. With our very heavy issues it is now thought that all our heavy demands should be met by tickets that are pre-printed. We only want to fall back on hand-written types of ticket for unusual issues; issues that are extremely rare.

3183. It could be done quite easily, could it not?—No, that could not be done easily. It would be better to carry the larger stock of tickets.

3184. It has never been put forward before as a justification for any fraction rule that it would enable you to carry a smaller stock of tickets.—No, because I do not think this particular rule has ever been challenged before, to my knowledge; certainly not at the last three Hearings.

3185. But it does lead to apparent anomalies from the traveller's point of view, when he is told that tickets are not issued for the station to which he wants to go?—The point you are putting often gives rise to some doubt in the passenger's mind whether it is fair he should be charged the amount which is applicable to a journey longer than that which he normally desires to make, and we have from time to time members of the public raising the very point you are raising. But we generally find we can give an explanation that satisfies them.

3186. You could get round that in the way I suggest, but you would be a substantial loser, financially, would you not?—I think the word "substantial" is justified. We should lose a substantial sum of money if the standard scale on season tickets rates was reduced to intermediate half miles. And you would still not be clear of the problem, because you might get stations within the half-mile range. You gave me Wembley Park to Aldersgate and Moorgate. If we take a fraction of half a mile to count as half a mile, the distance from Wembley Park to Aldersgate is 0.975 miles, and to Moorgate 0.98 miles, and if we had separate rates based on fractions of a half mile ranking as a half mile, there would still be a common rate for those two stations. The problem would still exist; you would have to go down to the absurdity of

varying the charge for every quarter of a mile. When you came to the weekly season ticket rates, you would be breaking out into pence, if not halfpence, and multiplying the number of tickets to be stocked.

3187. All the fares on this document I have before me here have all got pence in them. Is there any objection to that?—No, they are all multiples of 3d., actually.

3188. I see. Would there be any objection to having a fare of £2 3s. 4d. or £2 3s. 5d.?—Instead of one which was £2 3s. 3d.? I do not think there would be any objection to that.

3189. So there is nothing in this breaking down into multiples of pence?—It is the total number of denominations involved. You would have far more separate tickets.

3190. You would have more tickets, which would require more storage room.—In the station ticket offices, as you know, in our underground stations, we have to fit the whole of the booking office into a space which is very very small indeed—not much larger than the table in front of you.

3191. And one of the fortunate results of that is that you get a very substantial increase in revenue, which you would not get by my method?—That is not the object of it.

3192. No, I am not saying it is, but it is one of the results, is it not?—Compared with your proposal to reduce charges for quarter or half miles, compared with the present fraction rule.

3193. And one of the other results is that people working in the City are paying very substantial sums each year for the right to make journeys which, in fact, they do not wish to make and never do, in fact, make?—To the tune of a small fraction of a mile.

3194. Which for each individual may be a matter of, say, 5s. a month, 3s. a month?—Some part of 3s. a month.

3195. Some part of 3s. a month; spread over a year that makes for the individual a considerable sum, does it not?—Yes, it might do.

3196. From your point of view it can make a very large sum?—Yes, but if you were going to introduce denominations for season ticket rates between those recognised in the scale to-day to cover half or even quarter miles, the scale itself would require reconsideration in order to produce the same revenue.

3197. I do not know. You might be able to arrange it so that everybody paid for what they wanted instead of some paying for what they have to have, but do not want and do not use. Might not that be done?—I think it is a minor grievance to pay for a fraction of a mile you do not want.

3198. It does not amount to a fraction if you add it to the sub-standard fare difficulty.—Those fortunate individuals who enjoy sub-standard charges clearly have no complaint as individuals.

3199. Would you now look at Preston Road to Baker Street. Apparently, again, there is no ticket issued specifically from Preston Road to Baker Street. There is one from Preston Road to Edgware Road or from Preston Road to Great Portland Street?—No, there is one from Preston Road to Edgware Road, but not from Preston Road to Great Portland Street, which is a higher rate. It is exactly the same principle as the examples we have discussed. The distance from Preston Road, which is on the Harrow line, on the Metropolitan main line, to Baker Street is 7.51 miles, which is a chargeable distance of 8 miles. Preston Road to Edgware Road (which can only be done by changing at Baker Street, as it is a station west of Baker Street) is 7.97 miles, again a chargeable distance of 8 miles. There are a few people who, no doubt, want to go from Preston Road to Edgware Road, or from Preston Road to Baker Street who may, on some occasion, find it convenient to get in or out of the railway at Edgware Road. And because the chargeable distances are the same from Preston Road to Baker Street and from Preston Road to Edgware Road, we issue all our season tickets to cover Edgware Road as well, in case they want to use it, because the price is the same.

3200. I follow that. What is the distance between Preston Road and Great Portland Street, in mileage?—8.08 miles. That is a chargeable distance of 9 miles.

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[Continued]

3201. So 0.11 of a mile results in a difference for a monthly season ticket of 3s.?—Obviously on the standard scale if one station is 7.99 miles and another is 8.01, it is sufficient to turn the scale and result in a charge for an additional mile. But in this particular case, from the point of view of the Preston Road—Baker Street that he pays for his 7.51 miles, he also can go to Edgware Road, if he wants to do so, because that is within the eight miles. But it does not entitle him to go to Great Portland Street, because that is over the eight miles, and he has to buy a ticket at a higher rate to go there, all of which seems to me quite fair.

3202. And the reason for the Hornchurch to Cannon Street journey, the tickets being issued to Hornchurch—Blackfriars or Tower Hill, that is the fraction rule, is it?—Yes; that is a very interesting example because it shows actually four stations which are within the same mileage distance from Hornchurch. Hornchurch to Tower Hill is 13.87 miles; Hornchurch to Monument is 14.18, chargeable as 15; Hornchurch to Cannon Street (the next station) 14.38; Hornchurch to Mansion House (the next station) 14.57; Hornchurch to Blackfriars (the next station) 14.96. Therefore from Hornchurch the season ticket rates to Monument, Cannon Street and Blackfriars all fall within the chargeable distance of 15 miles, and are all on the same rate. Because there we have stations closer than probably anywhere else in the system. There are four stations well within a mile. So they all get a common rate, and naturally we issue tickets to cover the furthest of them, even if a passenger normally only requires to use it to the station nearest to Hornchurch.

Cross-examined by Mr. TURNER-SAMUELS.

3205. One of the bases of any Scheme or of the computation for your takings in any year must be an estimate of the number of passenger journeys originating in that year?—No, I would not think so. I think we always start with receipts rather than journeys for that purpose.

3206. You mean you start with the gross yield that you require as the first basic material?—No, with the estimated gross receipts for a future year at present charges.

3207. If you are going to estimate your receipts, you must base that upon a figure of passenger journeys originating?—No, you could do it the other way round and estimate your receipts and derive the passenger journeys from it. You probably keep your eye on both at once in practice.

3208. I was not asking you what you probably do. I am trying to find out what you do do. Are you then saying that when you prepared the "Y" year estimates, you first of all worked out, irrespective of the number of passenger journeys originating, how much the yield would be at any particular level?—I do not understand your use of the word "yield". It has always been ambiguously used. At the moment, do you mean the yield from increased charges, or do you mean the total revenue of a given year?

3209. I mean the total revenue of "Y" year. Let us take "Y" year.—Yes.

3210. First of all did you calculate in some manner what the total revenue of "Y" year would be, and then you broke down that figure into passenger journeys originating?—Yes, and we broke it down according to the categories of charge and individual fare values, which gives you eventually a figure of passenger journeys, if you want it, in the proportions applicable to the whole of our traffic in a tested week in October, 1952.

3211. How did you determine what the gross yield was going to be if you had not determined the figure of passenger journeys originating first?—By the process I have already described in the statement B.T.C. 5, and which I amplified in my evidence-in-chief, of taking the receipts for the months of September, October and November, or any part of those periods in 1952, and assuming that, subject to normal seasonal variations, they were a reasonable level of receipts, which of course means a reasonable level of traffic movement, subject, as I say, to seasonal variations to expect in 1953, and I said by that precise way we arrived, by a number of alternative trial calculations, at figures round about £67½m. as the probable receipts of 1953, if the general level of traffic remained, as we expected it to remain, at about the level prevailing in the latter part of 1952.

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3203. If the stop was 1½ miles, would you tell me where that would come? Would it come between Cannon Street and Mansion House?—In that particular case, yes, but that is only from Hornchurch. The stops would come differently from different points of origin.

(*President*): We shall have to rise at ten minutes to four to-day, as the Society require the hall.

3204. (*Sir Shirley Worthington-Evans*): Before adjourning, Mr. Valentine, you were explaining that the position with regard to tickets from Hillingdon to Moorgate and Hillingdon to Liverpool Street and Aldersgate was caused by the fractions rule.—Yes, the provision for charging fractions of a mile as a mile makes two of them.

(*Mr. Harold Willis*): Would you help us, Sir Shirley? Are you going at some stage to ask the Tribunal to alter the fractions rule that is in the Scheme. It is not at the moment in your Objections, but it would help me if you would indicate whether you desire to add to your Objections.

(*Sir Shirley Worthington-Evans*): Perhaps I might give you that information at a later time?

(*Mr. Harold Willis*): All this depends on that assumption that you desire to have that altered.

(*Sir Shirley Worthington-Evans*): I was just seeking an explanation which I have got, and perhaps I might consider what I do with it now that I have it. Thank you, Mr. Valentine.

3212. So you based it on the general level of traffic remaining the same?—Yes, that is stated in B.T.C. 5.

3213. That is what I thought. So you had decided, for the purpose of your calculations, that the number of passenger journeys originating would be the same in "Y" year?—As what?

3214. As in this year or the last year?—No, no, I did not. You see, I said it was at the level of the traffic prevailing towards the end of 1952.

3215. Yes, and you decided that in "Y" year the level would be the same?—As the level prevailing towards the end of 1952, yes, and in arriving at what that would produce in receipts for 1952 we had regard, of course, to any seasonal variations between the autumn months and the rest of the year, although as a matter of fact that is very slight. September, October and November are just about a quarter of the normal year.

3216. Whether your Scheme will in fact yield as much as you expect must, of course, depend on whether the same number of passengers travel the same distance more or less. Fewer passengers might travel a longer distance, but averaging the thing out, it is the same.—You can, by good fortune, strike the same yield from the increased charges, with quite a considerable change in the pattern of traffic, but we have not assumed such a change.

3217. No, but if the volume of travel reduced, then of course your yield would reduce?—Yes, because the gross yield of the proposed increased charges is based upon the assumed traffic of "Y" year, and then reduced to allow for certain quite minor losses of traffic attributable to the increased charges.

3218. If there were at the present time economic factors, which suggested that travel was going to decrease, the basis upon which the yield for "Y" year is calculated would be irrelevant?—Yes, that is so, except in so far as we may already have allowed for that in the calculation of "Y" year receipts at the present charges.

3219. I want to ask you now what, in your view, are the factors one should look at in endeavouring to determine whether travel is likely to remain the same, or to increase or decrease?—That involves an appreciation of the economic trends generally. From our own experience of the traffics, so far as we can read our statistics, we thought that the traffic had become fairly stabilised in the latter half of 1952, and we have not assumed, for the purposes of "Y" year—that is stated in the definition of "Y" year in the front of the Exhibits—that there would be any appreciable change in the economic background.

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[Continued]

3220. Would you say that these are important factors in determining how the level of travel is going to vary: average weekly earnings in their relation to the cost of living?—Yes, I think dramatic and prolonged disturbances of the relationship between earnings and cost of living are liable to have some effect on the volume of traffic.

3221. Only dramatic and prolonged?—Yes.

3222. A dramatic, sudden drop you do not think will affect it?—It might have a temporary effect, but you have, in any event, considerable fluctuations in your receipts from time to time which tend to even out on the year.

3223. Obviously the margin for spending must affect your receipts?—It depends what people are spending their money on, in part.

3224. If the overall margin is being reduced, that must affect your receipts.—No, it depends what they are spending it on much more than what they have got to spend. They may have very large margins for spending, but if they spent it all on television, it would not help our receipts. But if they spent it on entertainments, amusements and travel, and other pursuits which involve a lot of travel, it would assist our receipts.

3225. If the present margin of spending is further reduced—and there is not a heavy margin now, is there?—do you think that will affect your receipts, or not?—If the margin of money available for spending is reduced for a long time by a substantial amount, I expect we should feel the effect of that in our receipts, but it does not necessarily happen, because it depends what people are spending their money on, and that varies quite a lot from year to year and from one part of the year to another part of the year.

3226. So far as spending their money on travel is concerned, two-thirds of the travel, is it not, very roughly, in the London Transport Executive area, is to and from work?—I should not think as much.

3227. Not quite as much?—But I do not think that is a statistic which we can satisfactorily establish. It is something of that order, I should think.

3228. I am not trying to tie you down precisely.—I could not be tied down.

3229. But something of the order of two-thirds. That leaves something of the order of one-third for non-compulsory travel?—Three-fifths is just as good a figure as two-thirds.

3230. Something between a third and two-fifths?—Not necessarily even between them, but I think as near as we can get.

3231. Something of about that order is non-compulsory travel?—You have used two quite different phrases—"travel to and from work" and "non-compulsory travel". Am I to assume that you are classing all travel that is not to and from work as non-compulsory?

3232. I was, yes.—Well, I do not.

3233. I will put it that it is not to and from work.—Whatever figure you care to estimate for to and from work balances not to and from work, yes.

3234. And that amount must be particularly sensitive to the amount of money people have in their pockets?—Assuming employment remains at the same level, then if any traffic is affected by changes in the margins of money as you call them, that people will have available for spending, it will mainly affect, of course, the travel which is not to and from work. That certainly is clear. I think that is all you have put to me, is it not?

3235. Yes. Another factor which is going to affect the amount of travel is, of course, the change in social habits in connection with shopping. If there was evidence that whereas previously people had been coming from the suburbs into the West End for their shopping, but were now not doing so to the same extent, and in fact West End shopping was falling off, that is another factor which would affect your receipts?—In certain parts of the receipts, yes. It would tend to reduce the amount of travel between the suburbs and the West End for that particular purpose.

3236. Yes; therefore that would affect your receipts?—There might be compensating affects on the receipts in the suburbs.

3237. I am just saying that would affect your receipts?—Yes.

3238. If there was evidence of increase in unemployment or in short time, both those facts might affect—in fact would affect—your receipts?—I think it is more difficult to be sure about what would happen then.

3239. You might not be sure just what would happen, but it certainly would adversely affect your receipts, would it not?—Short time? I am not clear that short time affects our receipts.

3240. That affects the margin of spending, does it not? People may be stood off for two days out of the five, and that sort of thing?—Yes.

3241. And that would affect your receipts?—That would affect receipts in respect of journeys to work, if those people happened to be using public transport for their journeys to work.

3242. And likewise unemployment would mean that possibly people instead of going some distance to work, would be going round to the local Labour Exchange, presumably on foot if they were on unemployment benefit?—On the contrary, they might be people who normally worked fairly near where they lived or did not use public transport to get to work, and when they were unemployed spent more money with us going to a football match.

3243. May I take it that your evidence is that an increase in unemployment would not affect your receipts adversely?—No, of course you cannot.

3244. That is what I thought. It would affect your receipts adversely?—It could. You said could you take it that my evidence is that it would not. Obviously I could not have said that it would not.

3245. Now I am putting to you the opposite, that it would.—If sustained it would tend to have an adverse effect on our receipts.

3246. Do you not think that in seeking to determine travel trends, a certain amount of assistance can be gained, for example, from any increase in the amount of National Assistance benefit that is now being paid, withdrawals of National savings, and so on?—I should think those are all pointers that any student of these things would examine, yes.

3247. Then I can move from that, having established the principle, to another aspect of the matter. The heaviest percentage burden of the increase in fares you are placing upon your early morning working-class travellers, are you not?—I do not think I would assent to that without some qualifications. I am not quite sure what makes you think that.

3248. You will no doubt discover in due course.—I will say why I raise some doubt about that. Whether for ordinary passengers or for early morning passengers, no fare is increased by more than a penny single or 2d. return.

3249. I was going into the figures in a moment. It is your admitted policy, is it not, to abolish early morning returns as soon as you feel you are in a position to ask the Tribunal to do so?—It would not necessarily go straight to abolition at one step. The Commission have expressed at previous Hearings, and have repeated the view since, that there is not at present any justification for the reduction in fares represented by early morning fares for those who travel before 8 a.m.

3250. In other words you would like to see early morning returns abolished?—I would like to see the same level of fares applied for ordinary journeys before 8 a.m., as after 8 a.m., yes, and indeed throughout the day, subject only to any cheap and concessional fares which might be justified on commercial grounds.

3251. Now, I want to go into the figures to show how the burden of increased cost of travel since before the war has fallen on to the working class.

(President): Would you define "working class" for my benefit, Mr. Turner-Samuels?

(Mr. Turner-Samuels): Yes, I would define it as those persons so defined in the Domestic Food Consumption and Expenditure 1950 Survey, published by H.M. Stationery Office in 1952.

(President): What is the definition?

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[Continued]

(*Mr. Turner-Samuels*): For the purpose of this cross-examination I shall confine it at the present time to early morning travellers and let the Transport Commission argue otherwise if they seek to do so.

(*Mr. Harold Willis*): I thought you were referring to working-class passengers?

(*Mr. Turner-Samuels*): Yes. For the moment I am correlating the early morning travellers, the ex-workmen's ticket travellers, and members of the working class.

(*President*): Then it will be simpler, will it not, to talk about early morning travellers for the present purposes?

(*Mr. Turner-Samuels*): The ticket changed its name from "workmen's ticket" to "early morning ticket".

(*President*): You are going back a long way in history, are you not?

3252. (*Mr. Turner-Samuels*): I am going back to the point to which the British Transport Commission like to go back, 1938-39. They tell us that the fares have risen by so much, and costs have risen by so much more, and I am taking it back to that point. (*To the Witness*): I do not know if you have the figures available, but for a single journey of two miles was not the pre-war workmen's return fare on London Transport railways 3d?—Yes.

3253. Your proposed fare is 7d. In fact there will not be an early morning return at that distance. That traveller will have to pay 7d?—Yes.

3254. That is an increase of 133 per cent.?—Yes, at that distance, that is right.

3255. And at three miles the pre-war fare was 3d., was it not?—Three miles?

3256. Yes, that is a single journey of three miles.—It was 3d. on the District and Tube lines and 4d. on the Metropolitan Line.

3257. Those who paid 3d. you will now be charging, under the proposed scale 9d., will you not?—Yes.

3258. That is a 200 per cent. increase?—Yes.

3259. At four miles pre-war, the figure was 4d. was it not?—Yes.

3260. You propose to charge 11d., making a 175 per cent. increase?—Yes, but again the pre-war fare varied on different parts of the system. In fact on the Metropolitan Railway it was 5½d., so that the increase on the Metropolitan would be only 100 per cent. as against 175 per cent. on the rest of the railways.

3261. As against the 70 per cent. which is, I gather, the average now. I have taken your figures, incidentally, from AV 5 at the first Tribunal Hearing.—I do not know what your reference was to 70 per cent.

3262. Is not the average cost of travel now 7½ per cent.—The average charge per passenger mile to-day, expressed as a percentage of the average charge per passenger mile for pre-war traffic, is 63 per cent. and would go up to 78 per cent. if the proposals in this Draft Scheme are approved. Of course that is comparing the average charge per passenger mile paid to-day by the existing traffic, with the average per passenger mile paid pre-war by the pre-war traffic, which had a different pattern and a different composition.

3263. I am showing the actuality against this average in the case of workmen's tickets. I think we had got to four miles. For five miles single, the pre-war charge was 5d. on workmen's tickets, was it not?—On the District and Tube Lines, and 6d. on the Metropolitan.

3264. Those who had to pay 5d. you are asking to pay 1s. which is 140 per cent. increase?—Yes, and 100 per cent. increase on the Metropolitan Line.

3265. For six miles the pre-war workmen's was 6d.?—Yes.

3266. And under your proposals 1s. 2d., which is 133 per cent. increase?—Yes.

3267. (*President*): That is the same distinction for the Metropolitan Line, is it not?—Yes, it is 100 per cent. on the Metropolitan Line in that particular case. The two scales come together again later, however.

3268. (*Mr. Turner-Samuels*): I shall go up to 10 miles. At seven miles the pre-war figure was 7d.?—Yes.

3269. And it is to be 1s. 4d. which is an increase of 128 per cent.?—Yes.

3270. At eight miles pre-war it was 8d., and it is to be 1s. 5d., which is a 112 per cent. increase?—Yes.

3271. At nine miles pre-war it was 9d., and it is to be 1s. 7d., which is 112 per cent. increase?—111 per cent.

3272. And at 10 miles the pre-war figure was 10d., and it is to be 1s. 8d., which is 100 per cent. increase?—Yes.

3273. I think, possibly, as a matter of interest, the pre-war scale for 15 miles was 1s. 3d., and for 20 miles 1s. 8d.?—Yes. That is for the District and Tube Lines.

3274. Yes, I just put those in to round off the thing.—The corresponding percentage increases for those distances are 80 and 65.

3275. As to this particular Scheme, 23 per cent. of the total increased yield will come from the early morning return passengers, will it not?—I do not think I have that figure worked out.

3276. You can work it out from B.T.C. 510.—That is correct, yes you can. Twenty-three per cent. I am told is correct.

3277. That 23 per cent. of the increased yield comes from passengers who make only 9.38 per cent. of the passenger journeys originating. Is that not right?—Of the passenger journeys originating? Yes, if that is the relevant figure. It is in B.T.C. 502, sheet 2.

3278. Yes, in column 15.—I should have thought passenger miles might have been a more relevant figure, but it is not readily available on this table.

3279. I am seeking to show what the actual early morning passenger is going to pay. Your present proposals for increased early morning fares are a part, are they not, of your objective of closing the gap between the early morning and the standard fare?—No.

3280. Will you look at B.T.C. 506? By looking at column 6, and then at column 11, you can see how in fact the gap is being closed. At three miles the gap is being reduced from 20 per cent. to 10 per cent. is it not?—Yes, if you express it in percentages, that is correct.

3281. And by glancing down column 6 and then glancing down column 11 it is possible to see that in fact throughout the whole scale the difference between the full fare and the early morning fare is being reduced?—The percentage difference is almost the same, except in some of the very short distance fares.

3282. The difference becomes very marginal?—The amount of the difference is identical.

3283. But the margin is always in your favour?—Certainly. 2d. on a smaller amount is always a larger percentage than 2d. on a higher amount.

3284. In that respect you are treating your early morning travellers unfavourably as compared with your season ticket travellers, are you not?—No, I do not think so. That is compared with season ticket travellers?

3285. Yes.—No. The season ticket adjustments proposed are to keep as near as possible to the variations in the ordinary fare scale proposed, and so do the early morning alterations. They could not be kept nearer. They will not work out at precisely the same percentage differences because of the limitations of the coinage, but they could not be kept nearer.

3286. Will you keep B.T.C. 506 open and also open B.T.C. 507?—Yes.

3287. In column 12 of B.T.C. 506 you can see the daily increase to the early morning travellers, and then in columns 8, 9 and 10 of B.T.C. 507 you can see the proposed increases for the season ticket travellers?—In amounts this time.

3288. In amounts, yes. You have not worked out the percentages. It is possible to see that from a distance of five miles upwards, either on the basis of a five-day week or a six-day week, the season ticket holder, including the weekly season ticket holder, is going to have to pay a smaller increase in pence than the early morning traveller?—Yes, that is right.

3289. Therefore I say that the increases on the early morning workmen are unfair as compared with the season ticket travellers?—To make them fair, you would need

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to get the coinage changed first because this is as near as it can be done within the limits of the English coinage.

3290. I shall go into that; that is a matter of argument. You have told me that 29 per cent. of workmen using the London Transport Executive early morning facilities will not have their fares increased at all?—No, I did not say that.

3291. It was on the Ninth Day, page 155, Question 2296, and following.

(President): I understand that to be the 2d. and 5d. fares.

3292. (*Mr. Turner-Samuels*): The last sentence before Question 2297 is this: "The results of the investigation are these. They show that the workers in the London area using London Transport services for their journeys to work would be divided in the following proportions: 29 per cent. would pay nothing additional at all."—A moment ago when I said No to you, it was because you related that 29 per cent. to travellers at early morning fares.

3293. I am sorry; yes, you are quite right.—This is the travel of all workers so far as it could be determined by the sample of raw material basically available for the "Travel Survey". Of course, some of these passengers were using ordinary fares, some early morning and some season tickets. In fact it was not early morning then, because the whole thing dates back to 1949, and that was before we had the phrase "early morning fares", but they would be using workmen's fares in some cases, though not in all.

3294. So it is 29 per cent. of all those who travel to work who will not have to pay any increased fares on the London Transport Executive services?—All those who use London Transport services for their journeys to work. The proportion of workers in London who would pay nothing additional would be much higher.

3295. 29 per cent. of all those who use your services to go to work would not have to pay increases?—That is right.

3296. Now will you look at B.T.C. 511, Schedule "A"; at page 122 of the Seventh day?—Yes, I have it.

3297. That shows the non-early morning travellers, does it not, and the last line across is for all services. That shows that of the non-early morning travellers, 46.6 per cent.—that is up to one mile—plus the figure for two to three miles of 10 per cent. making a total of 56.6 per cent., will not pay any increases at all?—Yes. Let us be sure that we have got this right. The 46 per cent. are up to one mile, and the 10 per cent. are those whom you are attributing to the 5d. fare, two to three miles?

3298. Yes.—Yes.

3299. So of all passengers travelling at ordinary fares, 56.6 per cent. will pay no increase whatsoever?—Yes.

3300. But only 29 per cent. of those who use your services to go to work will get away without an increase?—Yes, that is right, on the basis of this 1949 sample test.

3301. And you are increasing the early morning equivalent of the 5d. ordinary fare, which is not to be altered?—Yes.

3302. May we now turn from that to something on which I think we can probably agree. You gave this evidence last time, and I just want to know if the position has changed, that is to say, that an increase of one mile per hour in the average speed of our buses would save you £2m. a year?—Yes, that was given as a rough calculation.

3303. As a rough calculation, I just wanted to make sure that that had not changed.—It was calculated at price levels which are a little out of date, but nobody would seek to amend a calculation of that rough and ready order.

3304. Having got that out of the way, let me change to shift workers. The position is at the present time that you have given an undertaking, have you not, to the Government not to take away the shift workers' facilities which were restored because of Government intervention?—No, that is not quite correctly stated. We gave an undertaking to reinstate the shift workers' facility at the end of August which had been taken away at the beginning of March.

3305. You gave an undertaking to reinstate it?—Yes, and we did so, of course.

(*Mr. Harold Willis*) They have been reinstated.

3306. (*Mr. Turner-Samuels*): The facility has been reinstated?—Yes. It was withdrawn at the beginning of March last year and reinstated at the end of August.

3307. And you are yourselves now without further ado prepared to continue shift workers' tickets for a further twelve months?—Yes.

3308. Can I increase that to twelve months from when the Scheme comes into effect, assuming that it does?

3309. (*Mr. Harold Willis*) That is what I think I said.—I think those were the terms of the undertaking.

3310. (*Mr. Turner-Samuels*): If you please. If that is so, is there any reason why you should not be required by the Scheme to issue shift workers' tickets?—That seems to me to be a legal question, and I do not think I should answer it, but perhaps I misunderstood it. Is that not a legal question?

(*Mr. Harold Willis*): It is certainly a question for me, if it becomes necessary to explain why we should resist any such suggestion whilst at the same time having given the undertaking we have given. It does not raise any question for Mr. Valentine.

(*Mr. Turner-Samuels*): Perhaps I should have prefaced the question by the words "As a matter of policy is there any reason why this Tribunal should not require you to issue such tickets?"

(*Mr. Harold Willis*): That is exactly the same point.

(*Mr. Turner-Samuels*): Yes, but I want to get it from the witness.

(*Mr. Harold Willis*): But it is not a question for the witness. The witness has already indicated his view, I think, which would cover shift workers, as any other of these sub-standard fares, that he regards them as bad as a matter of policy, and that remains his view about it. We have undertaken to preserve them for the period I have indicated, and if it becomes necessary I shall indicate why I object to a provision in the Scheme about it.

3311. (*Mr. Turner-Samuels*): The witness has not said that he regards them as bad as a matter of policy because he wants to do away with all this kind of thing. If he says that I shall cross-examine him upon it.—I said it last year and you cross-examined me upon it then, and I should not have anything different to say now.

3312. You say that purely as a matter of British Transport Commission policy?

(President): Why do you want to cross-examine upon it? What is the object of cross-examining upon it?

(*Mr. Turner-Samuels*): The object, Sir, is this, that I shall argue that the British Transport Commission and the London Transport Executive in particular should be required to issue shift workers' facilities, and I am in possession of enough material myself to argue that, but I did not want to argue it without having put it to this witness. I am quite content not to cross-examine him on that.

(President): Then do not cross-examine him on it.

(*Mr. Harold Willis*): I shall take no objection through absence of cross-examination.

3313. (*Mr. Turner-Samuels*): I would like now to deal with some other figures. I do not know if these are available to you. They deal with the expenditure per head on transport by the Greater London population?—I have seen such figures, and I have looked at them myself, but I do not know that I have them by me at the moment.

3314. I have some by me which you can perhaps agree. Mr. Menzler, who is, I think, probably well known to you, read a Paper to the Royal Statistical Society on 26th April, 1950, in which there were some figures published, for which he thanked you, so I presume that they came from the London Transport Executive or the British Transport Commission?—That would be quite easy for Mr. Menzler.

3315. If you want the reference to it, it is page 327, Part III, Volume 113 of the Journal of the Royal Statistical Society, 1950.

3316. (*President*): He is on the staff of the Commission, is he not?—Yes, he is Chief Development and Research Officer at the London Transport Executive, and immediate past President of the Institute of Actuaries. I have the document to which you are referring.

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3317. (*Mr. Turner-Samuels*): I am obliged. He gave these figures, that the London Transport area passenger takings per head of population totalled in 1933 to 1934, £4.1 per head; in 1938-39 £4.3 per head and in 1948 £7.8 per head?—Yes.

3318. In 1949 £7.6 per head?—Yes.

3319. And from your figures which you published in the population statistics I have calculated that in 1951 it was £8 per head?—In the column I have in front of me, the 1951 figures are included, £7.8.

3320. I have not that in mind.—I have an edition which is marked "Reprinted January 1953", which may conceivably have had later information added.

3321. You make that £7.8?—Mr. Menzler made it £7.8, and I am sure it would be correct.

3322. I make it for "Y" year at your figure of takings and for a population of 9.85m. £9.6 per head.—There will not be any dispute over the "Y" takings, but whether you have used a comparable population figure with those used in Mr. Menzler's calculations I could not say without enquiring.

3323. I have used the last figure in B.T.C. 511, Schedule "C", the London Transport area population, and I have rounded it up from 9.841m. to 9.85m.

(*Mr. Harold Willis*): But do we know that that was the population basis for these statistics?

3324. (*Mr. Turner-Samuels*): It would appear from the Table, which is headed "London Transport Area. Passenger Takings in Total and Per Head of Population". You will see that in column 5 the last figure there is 9.841. However, if the Commission disagrees with me perhaps they could let me know.—With your £9.6 for . . . ?

3325. For "Y" year?—£9.6 for "Y" year?—"Y" year receipts against 1952 population?

3326. No, against the hypothetical population of 9.85m.—Very well, we will check that and I shall have to let you know tomorrow about that one I am afraid.

3327. You gave some evidence the other day about the effect of the 5-day week on travel habits?—Yes.

3328. I would like to know what date you give as being that at which the 5-day week as such began appreciably to effect your travel figures?—It was gradual as far as commercial practice was concerned. I think it would be mainly about 1947 that the 5-day week became much more prevalent in industry in London.

3329. By 1947 the 5-day week had become prevalent?—Much more prevalent than before, in industry in the London area.

3330. How has its prevalence increased since 1947, would you say?—I would say there have been quite a number of extensions to the 5-day week practice particularly in business and in Government offices, though certainly more in business than in Government office, but that could be checked.

3331. Can you give any idea of the percentage?—No.

3332. Would you think that the increase in percentage was in or before 1948, or since then?—In or before 1948 I think would be the period of the principal change and the reduction in the volume of our Saturday morning peak traffic.

3333. That is to say the maximum change would be there?—1948—then or before, yes. I would like leave to correct that tomorrow if my recollection is wrong.

3334. I want an accurate figure and not a guess, so I shall be obliged if you will let me know. I will now ask you to look at Table 30 of that Paper delivered by Mr. Menzler. If there is a spare copy perhaps the Tribunal could be supplied with a copy.—We have one other copy in the room, Sir. (Same produced.)

3335. I am very much obliged. Table 30 on page 327 in my copy of the Journal is headed: "London Transport Executive. Analysis of Percentage Increases in Actual Takings: 1948 compared with 1938-39", and shows the increase per cent. in your takings divided as to increases due to travelling more frequently, i.e. increases in passenger journeys; due to higher takings per journey, that is to say longer journeys; and due to fare increases?—Yes.

3336. And it shows that from Monday to Friday the increases were due 21 per cent. to more journeys, 16 per cent. to longer journeys?—No, neither of those figures is in my copy.

3337. The figures running down are 21, 16, 40, 33 and 87, is that right?—No, 19, 14, 36, 43 and 94. Obviously we have different editions.

3338. Are your comparative dates 1948 and 1938-9?—No, 1951.

3339. I am sorry—I have not that earlier edition in the room, I am afraid.

3340. I had better put these figures to you, and then perhaps at some time I can have a look at those figures. It might be interesting if the learned President was to write in my figures, which are the 1948 figures against the 1951 figures. In 1948 the increased takings in travel on Mondays to Fridays were as to 21 per cent. due to more passenger journeys, which is the first one; as to 16 per cent. due to longer journeys. Then in the takings the figures are 40, and for fares increased 33, making Actual Takings of 87. On Saturdays the increased takings in 1948 were 17 per cent. as to more passenger journeys; 16 per cent. as to longer journeys, and then 36 and 33 per cent. are the other percentages making a total of 81. On Sundays the first figure for passenger journeys is 22, for longer passenger journeys, the second figure 15 per cent., and then the two takings figures are 41 and 33 per cent. making 88 per cent. in all.—What was the last figure? I missed only the last.

3341. The Sundays were 22, 15, 41, 33 and 88.—Thank you.

3342. That shows, does it not, that in 1948 there was still more travel going on so far as the number of passenger journeys was concerned on Sundays than on Mondays to Fridays, comparatively?—Yes.

3343. And it was the Saturdays which slacked off?—Yes.

3344. How does the position in 1951, which is your table, compare with that?—The Sundays dropped a great deal, if you take the passenger journey figures, from 22 per cent. increase in 1948 to 13 per cent. increase in 1951, both over pre-war.

3345. And the Saturdays figure for passenger journeys?—That has come down from 17 to 16—17 per cent. above pre-war in 1948, and 16 per cent. above pre-war in 1951.

3346. I have just seen these figures for the first time, and let me put to you how they strike me. On Saturdays there is still an appreciable amount of travel, first of all for work and secondly, and possibly even more so, for shopping and suchlike?—Yes, and pleasure and sport.

3347. Well, sport and pleasure?—Yes.

3348. But I put it to you that in particular it is shopping which will have kept up the figure to 16 per cent., which is only one per cent. below 1948?—I do not see any ground for suggesting that shopping has had a peculiar part to play as between 1948 and 1951.

3349. You do not think that housewives consistently shop on a Saturday?—More in 1951 than they did in 1948?

3350. No, the same amount?—Probably, yes—for all I know, yes.

3351. And that would be quite a high percentage of your passenger journeys, would it not?—Housewives out shopping and that sort of thing.—No, I would not think so.

3352. Is there any evidence that the numbers who have gone to football matches and other sports have increased in 1951 over 1948?—I do not remember the figures for those two years, but in the last two or three years there has been a tendency for attendance at most sport in London to decline, but I cannot say for the particular years without looking up the documents.

3353. Has there been a tendency for cinema-going to decline?—In the last two or three years?

3354. Yes.—I think so.

3355. And Sunday travel, of course, would to a very high degree be some form of pleasure travel, would it not? It would be for the purpose of visiting friends or going out to the country, or something of that sort.—Yes, a large proportion of it we can call optional or pleasure travel, including visiting; hospital traffic is quite an important element.

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3356. Therefore would these figures not indicate that the major change in habit at the week-ends is to do less travel altogether; not to do on Saturdays what one would have done on Sundays, but to travel less over the week-ends?—I think that may be true. There has been a substantial fall on Sundays, but not so much on Saturdays, which in spite of the five-day week are nearly as high as above pre-war as Mondays to Fridays. So the Saturday is a day that has gained as against the Sunday, quite clearly.

3357. Although the comparative figures are 16 per cent. increase on passenger journeys in 1951 as against 17 per cent. for 1948 for Saturdays.—Yes.

3358. Which is a reduction of 1 per cent.—Yes, but then there will have been a further loss of business traffic during those years owing to the further extension of the five-day week.

3359. What percentage would you put on that figure?—I think you will have to define that question a little more clearly,

3360. What percentage loss as between 1948 and 1951 do you suggest is attributable to an increase in the five-day week working as against the six-day week.—I have no sufficiently accurate information to make a calculation on it at the moment.

3361. Have you any reason to say that it is larger than 1 per cent?—No, I have no reason to put a figure on it at all; it is merely an impression that the five-day week has been growing during that period, and no doubt that impression is partly in my mind because I have seen references to it in many documents that I read on traffic matters in the office. But I cannot put my finger on it at the moment.

3362. Have you ever sought to quantify it in a percentage?—Not particularly as between 1948 and 1951, no. I think I remember calculations being made as to the proportionate loss of direct travel to and from work on Saturdays compared with pre-war, at certain dates, but I have not the figures in my mind at the moment. It may be that a study has been made of the point, however.

3363. Mr. Valentine, will you now tell me whether the Commission or the London Transport Executive have raised any of these three matters with the appropriate consultative committees: first, that there should be an increased expenditure on improving the roadways?—So far as I know, not specifically with a consultative committee, no.

3364. With the Government?—Yes, certainly indirectly through the London and Home Counties Traffic Advisory Committee, and no doubt in many ways informally.

Cross-examined by MR. RIPPON.

3372. I would like to start, Mr. Valentine, if I may, by following up some questions which I put to Mr. James, to which he indicated that you might know the answers. Do you know how many road service vehicles you have at the present time?—It is in Transport Statistics, is it not? I would rather look at that than try to recall the precise figure.

3373. On page 17 of Transport Statistics, the 1952 series?—Yes. The total buses, did you ask, or total road service vehicles?

3374. The total road service vehicles. It is now 9,983, or at least 9,984 at the end of the period. That is at the end of 1952.

3375. (President): Why have you added one on?—It is 9,983.

3376. (Mr. Rippon): 9,983 is the total stock operating at the beginning of the period, and then at the end there is a total operating stock at the end of the period which is 9,984.—You are using a different one from the one on which you questioned Mr. James. When you were dealing with the matter with him you were using the 13, 1952 series; that is the one I have brought.

(President): It is still page 17 and it is still Table C5.

(Mr. Rippon): And the figure there is 9,983.

(President): I do not suppose it is vital to your argument whether it is 9,983 or 9,984, but I wondered why you added one.

3365. The British Transport Commission advocates an increased expenditure on road improvements?—In the London area?

3366. In the London area.—Yes.

3367. And I think you, in your Presidential address to the Institute of Transport, said you believed that it could be proved that the expenditure of a given sum on road improvements would produce a bigger and quicker dividend in the saving of man hours, equipment and resources, than an equal expenditure by almost any of the major users of capital today.—I quoted authorities on that, but I certainly thought it was probably a sound view.

3368. Do you still think that is a sound view?—Yes.

3369. The second point is this: Have you raised the question of the London Transport Executive or the British Transport Commission being subsidised by the Government?—Have I? No.

3370. When I say "you" I mean the British Transport Commission or the London Transport Executive.—To the best of my belief they have not, but I do not know.

3371. Or the question of the compensation for nationalisation being taken off their shoulders?—I should not think so.

(Mr. Harold Willis): It is not really Mr. Valentine's problem, although I think he can give an answer.

(Mr. Turner-Samuels): I am sure it is not his problem.

(Mr. Mercer): May it please you, Sir; may I give you this reference with respect to L.C.C. 107? The Exhibit refers to the fact that "there are 2.6m. households in greater London, Census 1951", and the reference to the Census of 1951 should be "The Census of Great Britain, 1951, one per cent sample", as published by Her Majesty's Stationery Office, 1952, page 106.

(President): What is the title of the paper? Have you the paper there?

(Mr. Mercer): Yes.

(President): Perhaps you will lend it to me for the moment. (Same handed.)

(Mr. Mercer): It might be of interest to have on the note, Sir, that the area of greater London is defined on page xiii of the introduction. That is in fact a smaller area than the London Transport area.

(President): I am much obliged, Mr. Mercer. This is the first volume published as the result of the census, is it not? The first of about fifty I think.

(Mr. Mercer): If you please.

(Mr. Rippon): I am sorry, Sir, I picked up the wrong volume. Mr. Valentine, will you look now at the financial and statistical accounts for 1951; they show the stock at the beginning of the year at 10,257.

(Mr. Harold Willis): What page?

3377. (Mr. Rippon): 157, Table VII 10.—Yes.

3378. Then the stock at the end of 1951 was 10,543; that is the last column of the table.—Yes.

3379. The Transport Statistics show the total stock at the beginning of 1951 as 10,167. I am not quite clear how those figures tie up. I am sorry, that would be the beginning of 1952 in the Transport Statistics—10,167. At the end of 1951 in the Report it is shown as 10,543. It looks as if a whole convoy of No. 11 buses has been lost on New Year's Eve.

(Mr. Harold Willis): One is operating stock, is it not, and the other is total stock. Is that not the distinction?

3380. (Mr. Rippon): Is there some difference between the statistics as given in the Report and the statistics as given in Transport Statistics?—Yes. The basic information of the two tables is the same, but they are differently presented and differently headed. I am not sure, but I think the difference is wholly or mainly in the matter of stored vehicles awaiting scrapping.

3381. What I wanted to try to get at was the saving of vehicles between the beginning of 1951 and the end of

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1952, which appears to be a difference between 10,257 and 9,983.—No, it clearly is not, because the table from which you draw the 10,257 has a figure of 10,543 at the end of 1951, which must be on a different basis in some particular from the figure in Table 5 of the Transport Statistics, which shows 10,167 as the end of the year figure; that is to say, the end of 1951.

382. Can you explain the differences, Mr. Valentine, in such a way that we can arrive at the total number of buses saved between the end of 1950 and the end of 1952, or the total number of operating stock is probably the better figure for purposes of comparison.—If anybody has Period 13 of the previous year in the room we can do it, but I do not know if we can take it that anyone has brought a volume that far back; 1951, Series 13. (*Same handed*.) Yes, in Period 13 of the 1951 Statistics, you get the total operating stock figure at the end of the period (road services) shown as 10,167, which corresponds with the figure given in the 13th Period of Transport Statistics, 1952.

383. What, Mr. Valentine, would be the figure for the beginning of 1951 or the end of 1950?—The operating stock at a comparable date in 1950 is 10,175; that is almost unchanged, 10,175 at the end of 1950, 10,167 at the end of 1951, and 9,983 at the end of 1952.

384. That is a reduction in your fleet of about 90 vehicles, is that right?—Yes.

385. What I would like to get at now, Mr. Valentine?—?—You said 90 vehicles; I am told that is wrong. It is 184, a drop from 10,167 to 9,983. If you take it for two years it would be a drop of 192.

386. Now, what I would like to get at, if I can, is the cost of running the vehicle. I think you said at some stage that the operating costs are 2s. 5d. a mile, of which 6d. a mile is represented by fuel and certain maintenance?—I said that of the average cost of central buses, yes. I do not know what you attributed the 6d. to, I do not think I said maintenance.

387. You said fuel, tyres and maintenance. It is set out, if you want to refresh your memory, Mr. Valentine, on the Ninth Day, Question 2231, at page 158. Mr. James told me that the estimate for the total fuel bill of a bus would be somewhere between £1,000 and £1,250, of which £725 is tax.—Per annum?

388. Per annum, that was in reply to question 1875 on the Eighth Day at page 130, if you want the reference.—Thank you.

389. Have you got that?—Did you want me to look it up?

390. If you did not accept the figure yourself.—Yes, I accept the figure, if that is what Mr. James said.

391. Sixpence is about a fifth of the running costs, or the average running cost, so that would give as a rough guide to the total cost of running the vehicle at about £5,000 a year.—No.

392. When you say No, is that because you would not save everything?—No.

393. Because you would not save maintenance, wages?—No, I did not say 6d. was in respect of fuel.

394. Well it is fuel and something more, tyres and certain maintenance; what figure would be for tyres and maintenance?—Let me first get you clear on this. Mr. James's answer, as I read it, relates entirely to the average annual fuel cost per bus in the fleet?

395. Yes, that must bear some relation to your average costs per mile, that is your fuel bill?—Yes, certainly, but the 6d. that I referred to was the average for central buses only, and it is by no means only fuel.

396. No, in fact, if you do not take the figure of 6d. as being all fuel my figure for the total cost of running a bus at £5,000 a year is too low. By all means reduce the proportion of fuel cost, if we can.—What is it you want to know now, because I am not quite certain what it is you want next—fuel cost per mile on central buses or something like that?

397. No, I want to get away from the mileage basis, Mr. Valentine; all I am saying is if you have given a figure for total cost per mile of central buses, it today represents roughly 2s. 5d. a mile of which 6d. is fuel, tyres and certain maintenance. If we know that the total fuel bill for the vehicle is between £1,000 and £1,250;

is that not a rough guide indicating the total cost of running the bus in terms of pounds instead of average cost per mile?—Not until you have some rough idea at least of what proportion of the 6d. is represented by fuel.

398. Can you give it to me?—I am just looking to see if I can; it might take me a few minutes to find it. I think the fuel cost would be round about 4½d.

399. I am not very good at working out what that would be as a percentage of the 2s. 5d. It was easier at 6d.

(President): Do you want us all to have a shot at working it out, or what do you expect us to do?

3400. (*Mr. Rippion*): I was endeavouring to do it myself, but for my purposes I think it is sufficient if I try and get from Mr. Valentine a round figure of the total cost of running a bus which on those proportions I suppose is somewhere between £5,000 and £6,000 a year. —I can check that. I am not very good at doing quick arithmetic like that under cross-examination, but we can check it for you. However, let us assume it for the moment.

3401. Of course, by withdrawing a bus, in fairness to you, it would not save all the 2s. 5d.—What do you mean by withdrawing? Do you mean withdrawing from service or withdrawing from the fleet entirely?

3402. From the fleet; I am speaking of the reduction in your fleet of 192 vehicles?—You would not immediately do so, certainly.

3403. You would not save the maintenance and renewals, and you would not save the general expenses part of it?—I would have thought you would have saved maintenance and renewals if you did not own the bus. You might not save the garage accommodation for example.

3404. Maintenance?—That is why I said not immediately. You certainly would not have any appreciable effect on your general expenses by withdrawing one bus.

3405. Do you think you would save the greater part of it?—By a permanent reduction in the fleet?

3406. Yes.—I think the greater part one can certainly save.

3407. So you had, in effect, between 1950 and the end of 1952, saved something like £5,000 a year in respect of each of 190 vehicles?—I think that is rather a reckless calculation from figures of stock owned at the end of the year of quite different composition.

3408. No, Mr. Valentine, we did not go on the basis of stock owned, we went on the basis of operating stock, and you have pointed out to me the difference between two sets of figures in the transport statistics and those in the annual report. We are now talking about your reduction in your operating fleet of 190 vehicles between 1950 and 1952.—What would govern your expenditure more than any other single factor is the mileage run.

3409. If you take the bus off altogether you save the whole of the expenses. I mean the only figures you have given us have been relating to average costs per mile, of which 6d. is fuel?—No, I did not say 6d. was fuel.

3410. Sorry, 4½d. is fuel, 1½d. tyres and certain maintenance. What do you reckon, Mr. Valentine, to save by taking a vehicle off the road altogether?—You do not reckon it like that. It is not the way to look at the job at all, you do not say I will take one vehicle off the road and that will have an overall saving of so and so.

3411. You obviously save 1s. 0d. on wages, 1s. 0d. in 2s. 5d. which was represented by wages?—That is 1s. 0d. per mile on the average of all the miles run, is it not? 1s. 0d. is an average expenditure on the wages per mile run by central buses on a fairly up-to-date figure.

3412. It is presumably worked out in relation to your total costs in order to arrive at any average at all?—Of course, the total costs for wages divided by the total mileage.

3413. What I am trying to get from you, Mr. Valentine, is your estimate of the total saving resulting from a reduction of 190 vehicles in your operating fleet, but perhaps you can suggest to me a way in which I can arrive at that saving?—A saving attributable to that without paying any regard to the mileage run.

23 March, 1953]

Mr. ALEXANDER BALMAIN BRUCE VALENTINE

[Continued]

3414. They do not run any miles at all have taken them off the road altogether?—No, but the miles may still be run by other vehicles or some of them.

(*Mr. Harold Willis*): This was dealt with by Mr. James who indicated the way in which the saving was calculated in relation to the mileage. He did not attempt, as Mr. Valentine has pointed out, to base it on the number of vehicles.

(*President*): Mr. Rippon is entitled to see if he can get it per bus if he wants, at any rate we will act on that footing during the few minutes that remain before we rise.

(*Mr. Rippon*): I am much obliged.

(*The Witness*): I would have been better prepared with an answer to that if you had put that to Mr. James.

(*Mr. Rippon*): Mr. James did not know how many buses there were.

(*President*): That seems the simplest half of the calculation. Assume 100 buses have gone, there is no difficulty about that part of it; what we want is the thing by which you multiply 100.

(*Mr. Rippon*): We had not been given the figure of 2s. 5d. a mile and broken down the constituent parts.

(*President*): Mr. James could have given you a figure for anything you asked provided it was one with which an accountant was concerned.

3415. (*Mr. Rippon*): This is an operating matter. You have reduced your fleet by over 100 vehicles; there must surely be some way of quantifying that saving?—It would be most misleading to express it in terms of so much per vehicle. The total working expenses cannot be divided averaged over all the buses, and then you say, "Well, withdraw one of them; we won't save just that proportion of the costs any more than you do if you withdraw miles". I could break up the mileage costs on an average basis for you, as I did into 2s. 5d. per mile for central buses, of which 6d. was for certain items varying directly with mileage run. Is. 0d. was for wages, and the balance was for other factors. It did not follow from that case that if you withdrew any particular block of mileage you would save any particular proportion of the 29 pence; the same must apply in the case of the bus. It depends on the particular circumstances.

3416. Because some vehicles are running many more miles than others?—In general the last vehicle into the fleet, as it were, is required for the height of the peak, and usually in that sense has a very low mileage, although it does not apply to a particularly identifiable vehicle physically.

3417. I think perhaps we may have to get at this in another way, Mr. Valentine. This saving of vehicles is primarily a saving on trams?

(*President*): I think we shall have to adjourn now, Mr. Rippon, we have to adjourn early.

(Adjourned until tomorrow morning at 10.30 o'clock.)

23 March, 1953]

[Continued]

SOUTHEND-ON-SEA CORPORATION

Exhibits lodged by the Mayor Aldermen and Burgesses of the County Borough of Southend-on-Sea with the Court on the twenty-third day of February, 1953, in accordance with paragraph 6 of the Order dated 5th January, 1953, together with a Statement explanatory of the same as under:—

LIST OF EXHIBITS

Exhibit Southend 1. Third-class season ticket rates, three months. Comparative Statement showing places of similar mileage from London termini with standard rate of charge, ordinary rate and non-intermediate rate where non-intermediate tickets are issued, distances between 24 and 50 miles.

Exhibit Southend 2. Third-class season ticket rates, standard ordinary and non-intermediate, applicable to coastal towns between 50 and 90 miles distant from London termini.

Exhibit Southend 3. Ordinary return, day return and half-day return ticket rates. Comparative Statement of places from 31 to 90 miles distant from London termini, showing these rates.

Exhibit Southend 4. Graph partly illustrative of Exhibit Southend 1, showing particularly ordinary rates below standard.

Exhibit Southend 5. Graph partly illustrative of Exhibit Southend 2, showing particularly non-intermediate rates.

Exhibit Southend 6. Comparative Table showing Third Class three-monthly season ticket rates for the County Borough of Southend-on-Sea and for each of the coastal towns between 40 and 90 miles of London showing: (a) Pre-October, 1950, rates; (b) Rates from October, 1950; (c) Rates from March or May, 1952; (d) Rates from September, 1952.

Exhibit Southend 6a. Comparative Table showing percentage increases of present rates over Pre-October, 1950, rates for three-monthly third class season ticket rates, London to coastal towns.

Exhibit Southend 7. Estimated daily number of travellers between Southend stations and Fenchurch Street, using different classes of ticket in the months of January and July, in the years 1950, 1951 and 1952 and in January, 1953.

Archibald Glen,
Town Clerk,
Municipal Buildings,
Southend-on-Sea.

23 March, 1953]

[Continued]

EXHIBIT SOUTHEND 1 (SUBSTITUTED)

COMPARATIVE STATEMENT
THREE MONTHLY SEASON TICKETS
Ordinary Season (O)
Non-Intermediate (N/I)

	Miles	(O) £ s. d.	(N/I) £ s. d.		Miles	(O) £ s. d.	(N/I) £ s. d.
Standard scale fare	24	10 10 0	—	Frimley	... 36	10 15 6	—
Standard scale fare	25	10 14 9	—	Hatfield Peveril	... 36	11 9 9	—
Maidenhead	25	10 14 9	—	Standard scale fare	... 37	13 11 6	—
Standard scale fare	28	11 9 0	—	SOUTHEND EAST	... 37	13 11 6	—
Berkhamstead	28	11 9 0	—	Monks Risborough	... 37	13 11 6	—
Brookwood	28	10 8 0	—	Eridge	... 37	13 11 6	—
Cookham	28	11 4 3	—	Cheddington	... 37	13 11 6	—
Standard scale fare	29	11 13 9	—	Bledlow	... 37	13 6 9	—
Great Missenden	29	11 13 9	—	Milford	... 37	13 5 6	—
Stevenage	29	11 13 9	—	Wokingham	... 37	13 4 6	—
Bourne End	29	11 4 3	—	Penshurst	... 37	13 11 6	—
Standard scale fare	30	11 18 6	—	Fleet	... 37	11 19 3	—
Standon	30	11 18 6	—	Ash	... 37	12 18 0	—
Higham	30	11 18 6	—	Hockley	... 37	10 6 0	—
Tombridge	30	11 18 6	—	Standard scale fare	... 38	13 16 3	—
Ascot	30	11 10 6	—	THORPE BAY	... 38	13 16 3	—
Chelmsford	30	10 6 6	—	Groombridge	... 38	13 16 3	—
Standard scale fare	31	12 3 0	—	Snoddle	... 38	13 16 3	—
Cliffe	31	12 3 0	—	Haywards Heath	... 38	13 16 3	—
Guildford	31	12 3 0	—	Frant	... 38	13 11 6	—
Crawley	31	12 3 0	—	Harlington	... 38	12 17 3	—
Twyford	31	12 3 0	—	Farnbridge	... 38	12 2 6	—
East Grinstead	31	12 3 0	—	Standard scale fare	... 39	14 1 0	—
Luton	31	11 14 3	—	Tilehurst	... 39	14 1 0	12 14 3
Bishops Stortford	31	11 5 6	—	Horsed Keynes	... 39	14 1 0	—
Wooburn Green	31	11 4 3	—	Yalding	... 39	14 1 0	—
Standard scale fare	32	12 7 9	—	Aylesford	... 39	14 1 0	—
Marlow	32	12 7 9	—	Winnersh Halt	... 39	13 6 9	—
Tring	32	12 7 9	—	Witney	... 39	13 17 0	—
Hitchin	32	12 7 9	—	Chinnor	... 39	13 16 3	—
Strood	32	12 7 9	—	Rainham	... 39	14 1 0	—
Battlesbridge	32	12 2 6	—	Farnham	... 39	13 0 9	—
Loudwater	32	11 4 3	—	Witham	... 39	12 2 6	—
Standard scale fare	33	12 12 6	—	Standard scale fare	... 40	14 5 9	—
LEIGH	33	12 12 6	—	SHOEBOURNESNESS	... 40	14 5 9	—
Wargrave	33	12 12 6	—	Newington	... 40	14 5 9	—
West Mill	33	12 12 6	—	Maidstone	... 40	14 5 9	—
Ashurst	33	12 12 6	—	Crowthorne	... 40	14 5 9	—
Ifield	33	12 12 6	—	Horsmonden	... 40	14 5 9	—
Shalford	33	12 12 6	—	Lythe Halt	... 40	14 5 9	—
Bagsshot	33	11 10 6	—	Horsham	... 40	14 5 9	—
Bracknell	33	11 10 6	—	Wadhurst	... 40	14 1 0	—
Standard scale fare	34	12 17 3	—	Winchfield	... 40	13 11 0	—
CHALKWELL	34	12 17 3	—	Newport	... 40	12 9 0	—
Warnham	34	12 17 3	—	Standard scale fare	... 41	14 10 3	—
Buntingford	34	12 17 3	—	Staplehurst	... 41	14 10 3	—
Forest Row	34	12 17 3	—	Thame	... 41	14 10 3	—
Balcombe	34	12 17 3	—	Crowborough	... 41	14 5 9	—
Grange Road	34	12 17 3	—	Leighton Buzzard	... 41	14 5 9	—
Rochester	34	12 17 3	—	Flitwick	... 41	13 11 3	—
Stanstead	34	11 5 6	—	Althorne	... 41	12 2 6	—
Farnborough	34	10 15 6	—	Earley	... 41	13 6 9	—
Standard scale fare	35	13 2 0	—	Standard scale fare	... 42	14 15 0	13 6 0
WESTCLIFF	35	13 2 0	—	Pangbourne	... 42	14 15 0	—
Princes Risborough	35	13 2 0	—	Burgess Hill	... 42	14 15 0	—
Letchworth	35	13 2 0	—	Withyham	... 42	14 15 0	—
Unbridge Wells	35	13 2 0	—	Theale	... 42	14 10 3	—
West Malling	35	13 2 0	—	Biggleswade	... 42	14 10 3	—
Fay Gate	35	13 2 0	—	Amphill	... 42	14 6 6	—
Dunstable	35	13 2 0	—	East Grinstead	... 42	14 15 0	—
Godalming	35	13 2 0	—	Standard scale fare	... 43	14 19 9	—
Bramley	35	12 17 3	—	Hook	... 43	14 10 6	—
Standard scale fare	36	13 6 9	—	Kelvedon	... 43	12 15 6	—
SOUTHERN	36	13 6 9	—	Standard scale fare	... 44	15 4 6	—
Stoke Junction	36	13 6 9	—	Haslemere	... 44	15 4 6	—
Chatham	36	13 6 9	—	Saffron Walden	... 44	13 4 0	—
Stoke Mandeville	36	13 6 9	—	Burnham-on-Crouch	... 44	12 2 6	—
Henley-on-Thames	36	13 6 9	—	Standard scale fare	... 45	15 9 3	—
Reading	36	13 6 9	—	Mayfield	... 45	15 9 3	—
Paddock Wood	36	13 6 9	—	Brantree	... 45	13 6 9	—
Halling	36	13 6 9	—	Maldon East	... 45	12 2 6	—
Aldershot	36	11 19 3	—	Standard scale fare	... 47	15 18 9	—
Camberley	36	11 10 6	—	Southwater	... 47	15 18 9	—

NOTE

Non-intermediate tickets are available for all normal use on through journeys but are not available for use at any intermediate station.

23 March, 1953]

[Continued]

EXHIBIT SOUTHEND 2 (SUBSTITUTED)

COMPARATIVE STATEMENT

THREE MONTHLY SEASON TICKETS

COASTAL TOWNS

Ordinary (O)

Non-Intermediate (N/I)

	Approx. Miles	(O)	(N/I)		Approx. Miles	(O)	(N/I)
Hove ...	... 52	17 2 3	16 6 3	Pevensie West ...	... 71	20 0 3	17 2 9
Brighton ...	... 53	17 7 0	16 6 3	Margate ...	... 72	21 16 9	17 18 9
Portslade ...	... 56	18 1 3	16 6 3	Folkestone ...	... 72	21 16 9	17 18 9
Southwick ...	... 56	18 1 3	16 6 3	Bognor Regis ...	... 72	20 16 0	17 18 9
Newhaven ...	... 57	18 6 0	17 2 9	Littlehampton ...	... 74	20 16 0	17 18 9
Shoreham ...	... 59	18 15 6	16 6 3	Westgate ...	... 77	23 0 6	17 18 9
Lancing ...	... 62	19 9 6	17 2 9	Dover Priory ...	... 78	23 5 3	17 18 9
Brightlingsea ...	... 62	16 9 3	14 3 9	Deal ...	... 87	23 7 9	17 18 9
Bexhill West ...	... 63	19 14 3	17 10 0	Broadstairs ...	... 120	25 10 9	17 18 9
St. Leonards ...	... 63	19 9 6	17 18 9	Ramsgate ...	... 120	25 10 9	17 18 9
Hastings ...	... 63	19 14 3	17 18 9				
Whitstable ...	... 64	19 19 0	17 2 9				
Worthing ...	... 64	19 19 0	17 2 9				
West Worthing ...	... 65	20 0 3	17 2 9	Twyford ...	... 31	12 3 0	11 0 9
Eastbourne ...	... 69	20 0 3	17 2 9	Wargrave ...	... 33	12 12 6	11 9 6
Angmering ...	... 69	20 0 3	17 2 9	Henley-on-Thames ...	... 36	13 6 9	12 1 9
Frinton ...	... 69	17 18 6	14 3 9	Reading ...	... 36	13 6 9	12 10 0
Clacton ...	... 70	18 2 0	14 3 9	Tilehurst ...	... 39	14 1 0	12 14 3
Dovercourt ...	... 71	18 2 0	14 3 9	Pangbourne ...	... 42	14 15 0	13 6 0
Walton-on-Naze ...	... 71	18 2 0	14 3 9	Chichester ...	... 75	20 16 0	18 14 6

NOTE

Most coastal towns have alternative routes to Alternative London Stations and mileages are a bracket of two or more distances. Examples are Whitstable (60/64 miles) and Dover Priory (76/78). Therefore, mileage distances must be considered to be subject to check.

Some apparent discrepancies between stations exist. They may be genuine but should be taken subject to a check. Attention is drawn to the scales for season tickets for the North Essex resorts of Walton, Clacton and Frinton.

23 March, 1953]

[Continued]

EXHIBIT SOUTHEND 3 (SUBSTITUTED)

EXAMPLES OF FARES

Ordinary Returns (R)

Day Returns (DR)

Half Day Returns (HDR)

	Miles	(R) s. d.	(DR) s. d.	(HDR) s. d.		Miles	(R) s. d.	(DR) s. d.	(HDR) s. d.
LEIGH ...	... 33	8 4	—	—	Winnersh Halt ...	... 39	—	7 6	—
Wargrave ...	... 33	—	—	4 9	Farnham ...	... 39	—	8 3	—
West Mill ...	... 33	—	8 4	—	Witham ...	... 39	—	—	5 3
Bagshot ...	... 33	—	7 6	—	Withyham ...	... 39	—	9 10	—
Bracknell ...	... 33	—	7 6	—	SHOEBURYNESS ...	... 40	10 0	—	—
CHALKWELL ...	... 34	8 6	—	—	Maidstone ...	... 40	—	9 0	—
Warnham ...	... 34	—	8 6	—	Horsmonden ...	... 40	—	8 3	—
Buntingford ...	... 34	—	8 6	—	Wadhurst ...	... 40	—	9 0	—
Forest Row ...	... 34	—	8 6	—	Winchfield ...	... 40	—	8 6	6 6
Balcombe ...	... 34	—	7 6	—	Newport ...	... 40	—	8 6	—
Grange Road ...	... 34	—	8 6	—	Newington ...	... 40	—	8 9	—
Rochester ...	... 34	—	7 6	—	Crowthorne ...	... 40	—	8 3	—
Stanstead ...	... 34	—	8 0	—	Thame ...	... 41	—	8 9	—
Farnborough ...	... 34	—	7 0	—	Crowborough ...	... 41	—	9 0	—
WESTCLIFF ...	... 35	8 10	—	—	Leighton Buzzard ...	... 41	—	9 0	5 6
Princes Risborough ...	... 35	—	8 10	—	Flitwick ...	... 41	—	8 6	—
Groombridge ...	... 35	—	8 10	—	Althorne ...	... 41	—	9 0	—
Letchworth ...	... 35	—	8 10	—	Staplehurst ...	... 41	—	8 9	—
Tunbridge Wells ...	... 35	—	8 10	—	Pangbourne ...	... 42	—	8 9	5 6
West Malling ...	... 35	—	7 6	—	Burgess Hill ...	... 42	—	8 9	7 6
Fay Gate ...	... 35	—	8 10	—	Mayfield ...	... 42	—	9 0	—
Godalming ...	... 35	—	7 6	—	Southwater ...	... 42	—	9 6	—
Bramley ...	... 35	—	7 6	—	Theale ...	... 42	—	8 9	—
Dunstable ...	... 35	—	8 10	—	Biggleswade ...	... 42	—	8 9	—
SOUTHEND ...	... 36	9 0	—	—	Austhorpe ...	... 42	—	8 9	—
Chatham ...	... 36	—	7 6	6 6	Hook ...	... 43	—	9 0	6 6
Stoke Mandeville ...	... 36	—	9 0	—	Kelvedon ...	... 43	—	—	5 9
Earley ...	... 36	—	7 6	—	Haslemere ...	... 44	—	9 0	7 6
Henley-on-Thames ...	... 36	—	7 6	5 0	Saffron Walden ...	... 44	—	9 3	—
Reading ...	... 36	—	7 6	5 0	Burnham-on-Crouch ...	... 44	—	9 9	—
Paddock Wood ...	... 36	—	7 6	—	Hove ...	... 52	—	10 9	8 6
Halling ...	... 36	—	7 6	6 6	Brighton ...	... 53	—	10 9	8 6
Aldershot ...	... 36	—	7 6	—	Portslade ...	... 54	—	11 0	8 9
Camberley ...	... 36	—	7 6	—	Southwick ...	... 56	—	11 3	8 9
Frimley ...	... 36	—	7 6	—	Newhaven ...	... 57	—	12 0	—
Hatfield Peveril ...	... 36	—	—	5 3	Shoreham ...	... 57	—	11 9	9 0
East Grinstead ...	... 36	—	9 0	—	Lancing ...	... 59	—	12 0	9 3
SOUTHEND EAST ...	... 37	9 4	—	—	Whistable ...	... 60	—	12 6	9 6
Monks Risborough ...	... 37	—	9 4	—	Seaford ...	... 59	—	12 6	9 3
Eridge ...	... 37	—	9 0	—	Worthing ...	... 60	—	12 6	9 6
Cheddington ...	... 37	—	9 4	—	St. Leonards ...	... 62	—	13 3	10 6
Frost ...	... 37	—	9 0	—	Littlehampton ...	... 62	—	13 0	10 6
Bledlow ...	... 37	—	7 9	—	West Worthing ...	... 61	—	12 9	9 6
Milford ...	... 37	—	7 9	—	Bexhill West ...	... 62	—	13 3	10 6
Wokingham ...	... 37	—	7 6	—	Eastbourne ...	... 62	—	13 0	10 0
Penshurst ...	... 37	—	9 4	—	Pevensie West ...	... 62	—	13 0	10 6
Fleet ...	... 37	—	7 9	6 6	Angmering ...	... 62	—	13 0	10 0
Ash ...	... 37	—	7 6	—	Bognor Regis ...	... 67	—	14 0	—
THORPE BAY ...	... 38	9 6	—	—	Clacton ...	... 70	—	14 9	8 9
Snodland ...	... 38	—	7 9	—	Chichester ...	... 67	—	14 0	10 6
Haywards Heath ...	... 38	—	8 0	—	Dovercourt ...	... 71	—	15 0	—
Farnbridge ...	... 38	—	8 6	—	Frinton ...	... 69	—	14 9	8 9
Horsham ...	... 38	—	9 6	—	Walton-on-Naze ...	... 71	—	14 9	8 9
Tilehurst ...	... 39	—	8 3	—	Westgate ...	... 73	—	15 3	11 0
Horstead Keynes ...	... 39	—	8 6	—	Margate ...	... 74	—	15 6	11 7
Yalding ...	... 39	—	8 3	—	Folkestone ...	... 71	—	15 0	11 0
Aylesford ...	... 39	—	8 3	—	Broadstairs ...	... 76	—	16 3	—
Witney ...	... 39	—	8 0	—	Dover Priory ...	... 78	—	16 3	11 9
Chinnor ...	... 39	—	8 0	—	Ramsgate ...	... 80	—	16 6	12 0
Rainham ...	... 39	—	8 3	—	Deal ...	... 86	—	17 6	12 6

NOTE:

Return tickets are available on any train.

Day return fares in respect of journeys wholly within the London Area are issued daily by any train in both directions.

Where the day return and half day return fares are shown in respect of journeys beyond the London Area, they are excursion facilities and may be subject to conditions as regards days of issue and the trains may be specified.

EXHIBIT SOUTHEND 4 (SUBSTITUTED)

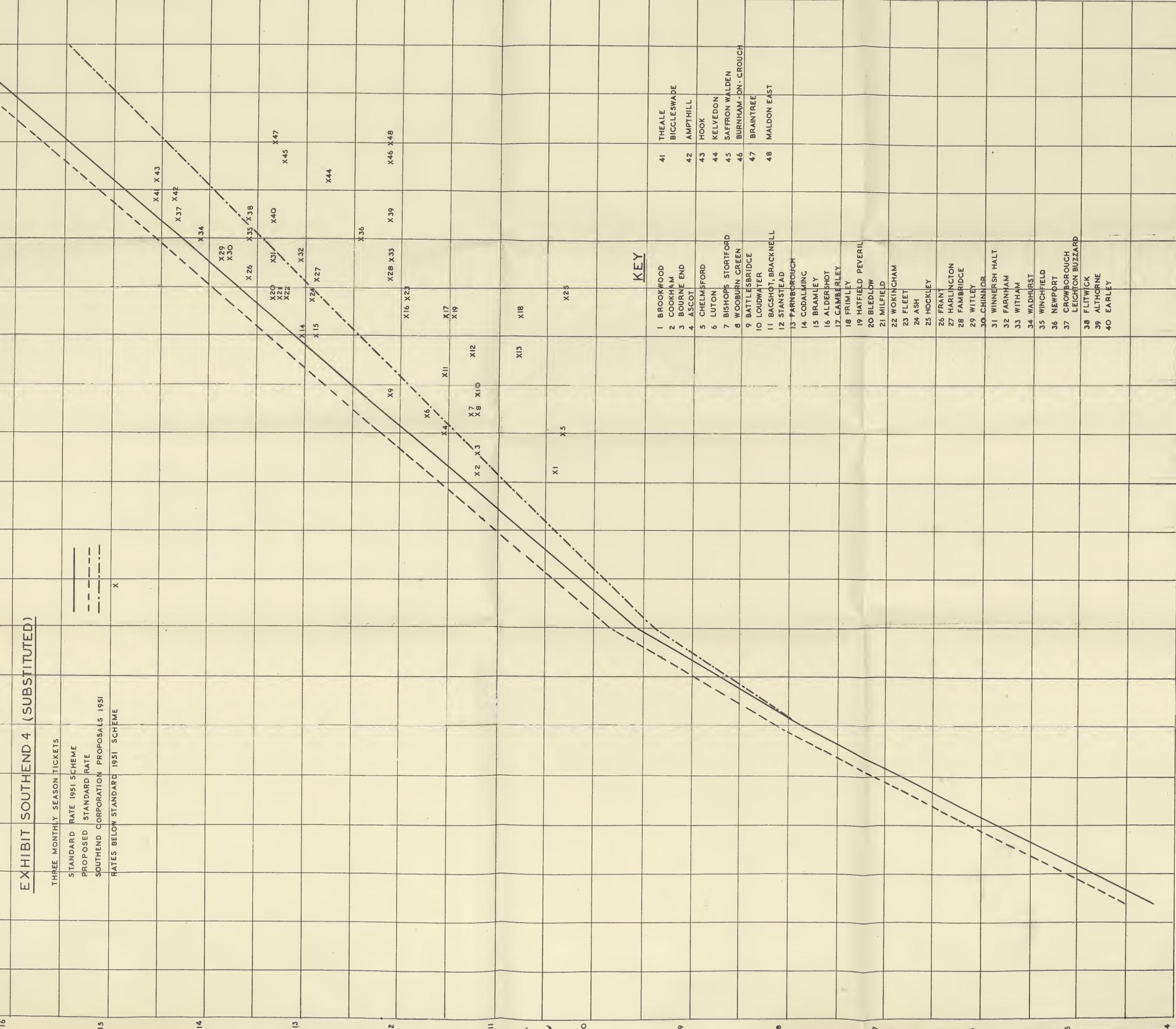
THREE MONTHLY SEASON TICKETS

STANDARD RATE 1951 SCHEME

PROPOSED STANDARD RATE

SOUTHEND CORPORATION PROPOSALS 1951

RATES BELOW STANDARD 1951 SCHEME

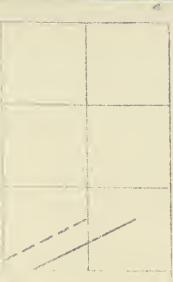


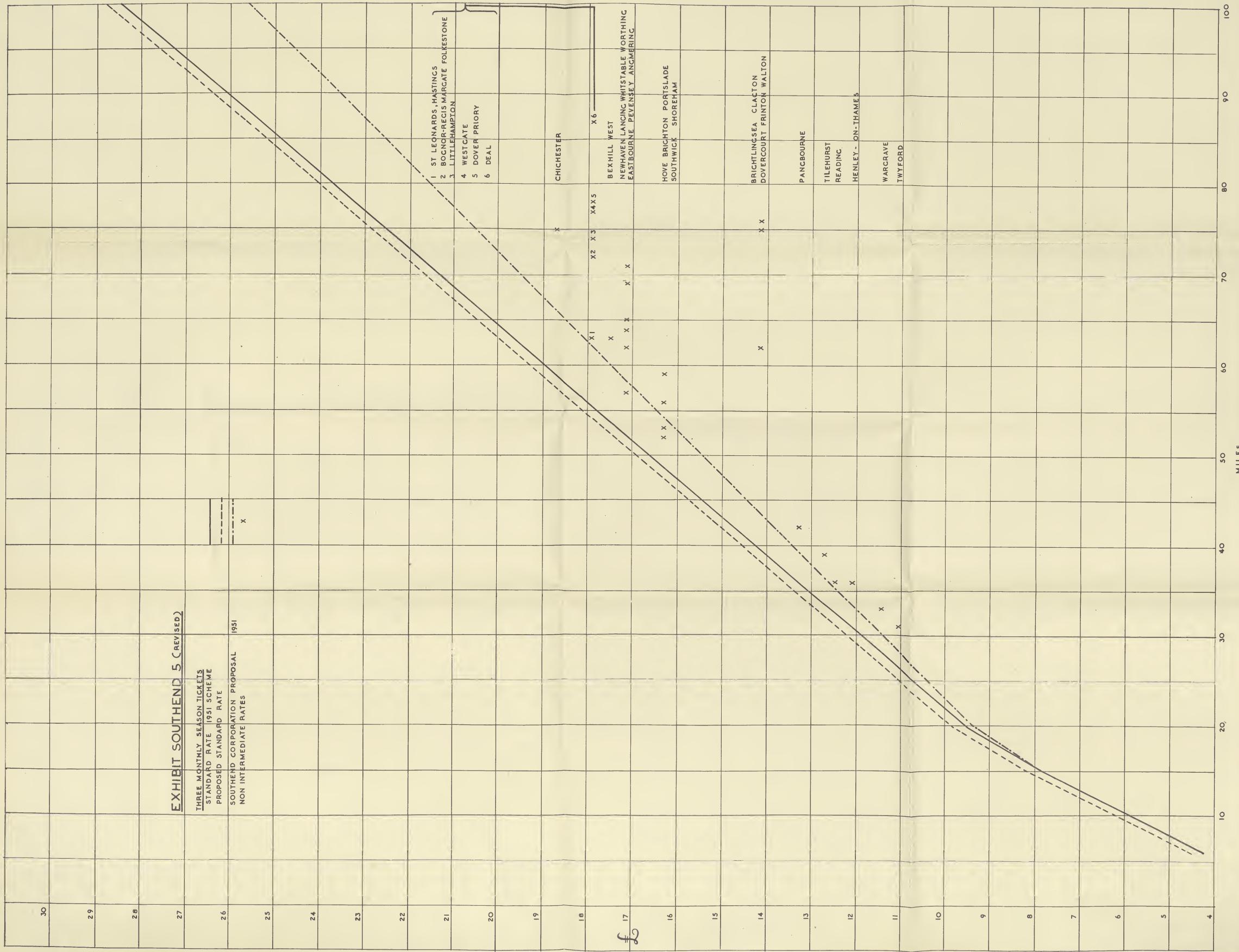
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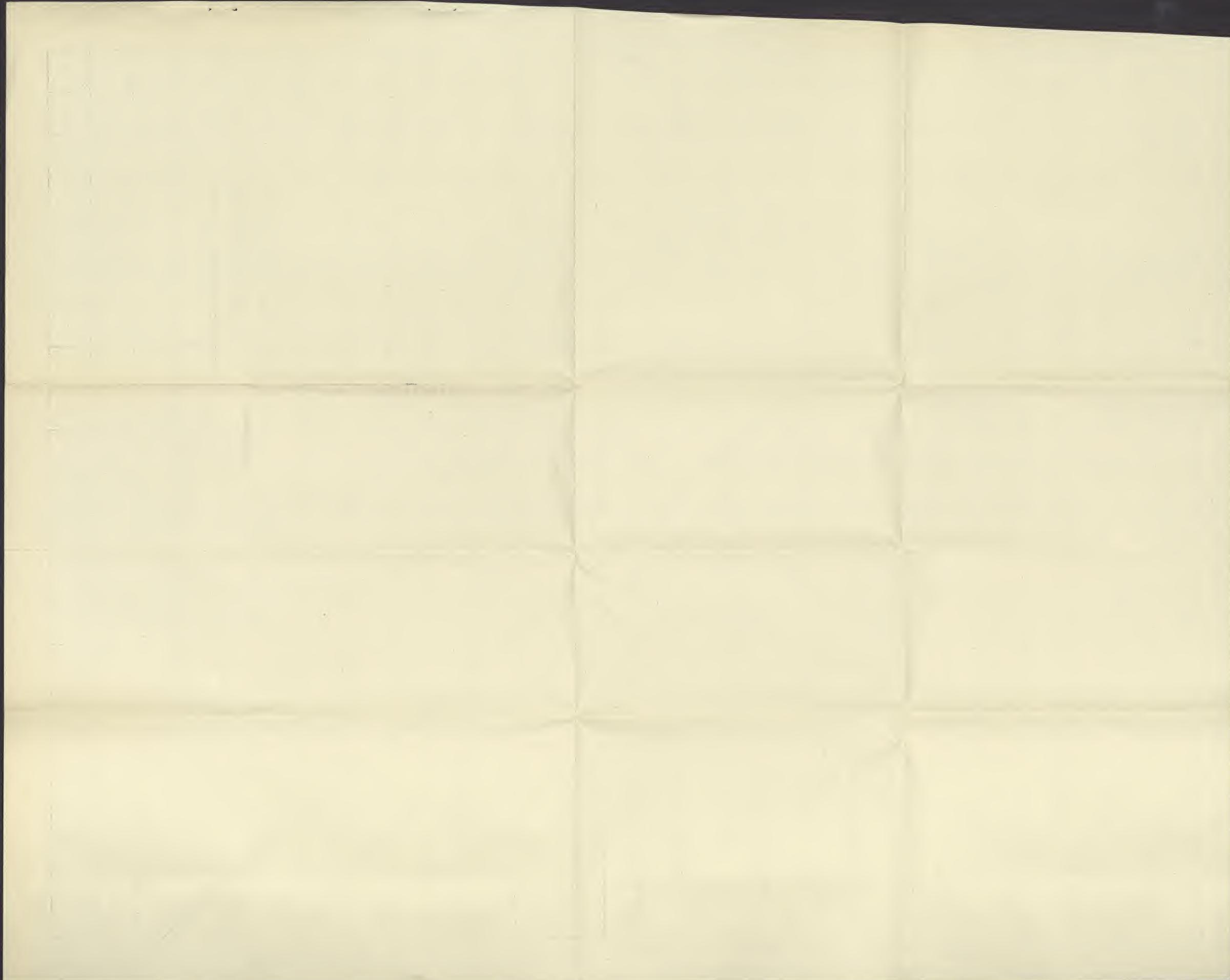
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[Continued]

STATEMENT SHOWING 3RD CLASS THREE-MONTHLY SEASON TICKET RATES FROM COASTAL TOWNS TO LONDON EXHIBIT SOUTHEND 6

From (1)	To (2)	Dis-tance (3)	Ordinary Rates				Non-Intermediate Rates			
			Rate October, 1950 (4)	Rate from October, 1950 (5)	Rate 1st May, 1952 (6)	Rate 1st September, 1952 (7)	Rate pre- October, 1950 (8)	Rate from October, 1950 (9)	Rate 1st May, 1952 (10)	Rate 1st September, 1952 (11)
Leigh-on-Sea	Fenchurch Street	Miles	9 8 9	10 10 9	12 12 6	12 12 6	—	—	—	—
Chalkwell	Fenchurch Street		33	12 12 3	12 17 3	12 17 3	—	—	—	—
Westcliff-on-Sea	Fenchurch Street		34	10 14 9	13 2 0	13 2 0	—	—	—	—
Central	Fenchurch Street		35	10 10 9	13 6 9	13 6 9	—	—	—	—
Southend-on-Sea, East	Fenchurch Street		36	9 12 6	13 11 6	13 11 6	—	—	—	—
Thorne Bay	Fenchurch Street		37	9 12 6	11 2 0	11 2 0	—	—	—	—
Shoeburyness	Fenchurch Street		38	10 17 0	13 16 3	13 16 3	—	—	—	—
Hove	London Bridge		40	11 2 3	14 5 9	14 5 9	—	—	—	—
Brighton	Canon Street, Charing Cross, London Bridges, Victoria		52	—	17 2 3	17 2 3	15 7 0	15 7 0	15 7 0	16 6 3
Portslade and West Hove	Canon Street, Charing Cross, London Bridges, Victoria		53	—	17 7 0	17 7 0	15 7 0	15 7 0	15 7 0	16 6 3
Southwick	Canon Street, Charing Cross, London Bridges, Victoria		56	—	—	18 1 3	15 7 0	15 7 0	15 7 0	16 6 3
Newhaven Harbour	Canon Street, Charing Cross, London Bridges, Victoria		56	—	—	18 1 3	15 7 0	15 7 0	15 7 0	16 6 3
Shoreham-by-Sea	Canon Street, Charing Cross, London Bridges, Victoria		57	—	—	18 6 0	16 0 3	16 0 3	16 0 3	17 2 9
Lancing	Canon Street, Charing Cross, London Bridges, Victoria		59	—	—	18 15 6	15 7 0	15 7 0	15 7 0	16 6 3
Brightlingsea	Liverpool Street, Charing Cross, London Bridges, Victoria		62	—	—	19 9 6	16 0 3	16 0 3	16 0 3	17 2 9
St. Leonards (Warrior Square)	Cannon Street, Charing Cross, London Bridges, Victoria		62	15 9 3	15 9 3	16 9 3	13 9 6	13 9 6	13 9 6	14 3 9
Hastings	Holborn Viaduct, Blackfriars, Victoria, Cannon Street, Charing Cross, London Bridges, Victoria		63	17 17 0	17 17 0	19 9 6	16 13 3	16 13 3	16 13 3	17 18 9
Bexhill West	Holborn Viaduct, Blackfriars, Victoria, Cannon Street, Charing Cross, London Bridges, Victoria		63	—	—	19 14 3	16 6 9	16 6 9	16 6 9	17 10 0
Whitstable	Holborn Viaduct, Blackfriars, Victoria, Cannon Street, Charing Cross, London Bridges, Victoria		64	—	—	19 19 0	16 0 3	16 0 3	16 0 3	17 2 9
Worthing Central	Cannon Street, Charing Cross, London Bridges, Victoria		64	—	—	19 19 0	16 0 3	16 0 3	16 0 3	17 2 9
West Worthing	Cannon Street, Charing Cross, London Bridges, Victoria		65	18 5 6	18 5 6	20 0 3	16 0 3	16 0 3	16 0 3	17 2 9
Eastbourne	Cannon Street, Charing Cross, London Bridges, Victoria		69	18 5 6	18 5 6	20 0 3	16 0 3	16 0 3	16 0 3	17 2 9

EXHIBIT SOUTHEND 6—(Continued)

STATEMENT SHOWING 3RD CLASS THREE-MONTHLY SEASON TICKET RATES FROM COASTAL TOWNS TO LONDON—(Continued)

From (1)	To (2)	Dis- tance (3)	Ordinary Rates				Non-Intermediate Rates			
			Rate pre- October, 1950 (4)	Rate from October, 1950 (5)	Rate 1st May, 1952 (6)	Rate 1st September, 1952 (7)	Rate pre- October, 1950 (8)	Rate from October, 1950 (9)	Rate 1st May, 1952 (10)	Rate 1st September, 1952 (11)
Ammering ...	Cannon Street, Charing Cross, Victoria	...	69	18 5 6	18 5 6	18 5 6	20 0 3	16 0 3	16 0 3	17 2 9
	Cannon Street, Charing Cross, London Bridges, Victoria	...	69	16 13 0	16 13 0	16 13 0	17 18 6	13 9 6	13 9 6	14 3 9
Frinton-on-Sea ...	Liverpool Street ...	...	70	16 15 9	16 15 9	16 15 9	18 2 0	13 9 6	13 9 6	14 3 9
Clacton-on-Sea ...	Liverpool Street ...	...	71	18 5 6	18 5 6	18 5 6	20 0 3	16 0 3	16 0 3	17 2 9
Pewsey and Westham ...	Cannon Street, Charing Cross, London Bridges, Victoria	...	71	16 15 9	16 15 9	16 15 9	18 2 0	13 9 6	13 9 6	14 3 9
Dovercourt Bay ...	Liverpool Street ...	...	71	16 15 9	16 15 9	16 15 9	18 2 0	13 9 6	13 9 6	14 3 9
Walton-on-Naze ...	Liverpool Street ...	...	71	18 18 9	18 18 9	18 18 9	20 16 0	16 13 3	16 13 3	17 18 9
Bognor Regis ...	Cannon Street, Charing Cross, London Bridges, Victoria	...	72	18 18 9	18 18 9	18 18 9	20 16 0	16 13 3	16 13 3	17 18 9
Margate ...	Cannon Street, Charing Cross, London Bridges, Cannon Street, Charing Cross, London Bridges, Victoria	...	72	—	—	21 16 9	21 16 9	16 13 3	16 13 3	17 18 9
Folkestone Junction or Central ...	Holborn Viaduct, Blackfriars, Victoria, Cannon Street, Charing Cross, London Bridges, Cannon Street, Charing Cross, London Bridges, Holborn Viaduct, Blackfriars, Victoria	...	72	—	—	21 16 9	21 16 9	16 13 3	16 13 3	17 18 9
Littlehampton ...	Cannon Street, Charing Cross, Victoria	...	74	18 18 9	18 18 9	18 18 9	20 16 0	16 13 3	16 13 3	17 18 9
Broadstairs ...	Cannon Street, Charing Cross, London Bridges, Charing Cross, Cannon Street, Charing Cross, London Bridges, Victoria	...	76	—	—	—	22 15 9	16 13 3	16 13 3	17 18 9
Westgate ...	Cannon Street, Charing Cross, London Bridges, Holborn Viaduct, Blackfriars, Victoria, Cannon Street, Charing Cross, London Bridges, Holborn Viaduct, Blackfriars, Victoria	...	77	—	—	—	23 0 6	16 13 3	16 13 3	17 18 9
Dover Priory or Marine ...	Cannon Street, Charing Cross, London Bridges, Holborn Viaduct, Blackfriars, Victoria, Cannon Street, Charing Cross, London Bridges, Holborn Viaduct, Blackfriars, Victoria	...	78	—	—	—	23 5 3	16 13 3	16 13 3	17 18 9
Ramsgate ...	Cannon Street, Charing Cross, London Bridges, Holborn Viaduct, Blackfriars, Victoria, Cannon Street, Charing Cross, London Bridges, Holborn Viaduct, Blackfriars, Victoria	...	79	—	—	—	23 10 0	16 13 3	16 13 3	17 18 9
Deal ...	Cannon Street, Charing Cross, London Bridges, Holborn Viaduct, Blackfriars, Victoria, Cannon Street, Charing Cross, London Bridges, Holborn Viaduct, Blackfriars, Victoria	...	87	—	—	—	25 7 9	16 13 3	16 13 3	17 18 9
Broadstairs ...	Cannon Street, Charing Cross, London Bridges, Holborn Viaduct, Blackfriars, Victoria, Cannon Street, Charing Cross, London Bridges, Holborn Viaduct, Blackfriars, Victoria	...	120	22 9 3	22 9 3	22 9 3	25 10 9	16 13 3	16 13 3	17 18 9
Ramsgate ...	Cannon Street, Charing Cross, London Bridges, Holborn Viaduct, Blackfriars, Victoria	...	120	22 9 3	22 9 3	22 9 3	25 10 9	16 13 3	16 13 3	17 18 9

[Continued]

23 March, 1953]

[Continued]

EXHIBIT SOUTHEND 6A

THREE-MONTHLY SEASON TICKET RATES—LONDON TO COASTAL TOWNS

STATEMENT OF PERCENTAGE INCREASES OF PRESENT RATES OVER PRE-OCTOBER, 1950, RATES

O = Ordinary

N/I = Non-Intermediate

		Mileage	Pre-October, 1950	September, 1952	Increase	Percentage Increase
Leigh-on-Sea ...	...	O 33	£ s. d.	£ s. d.	£ s. d.	33.77
Chalkwell ...	...	O 34	9 8 9	12 12 6	3 3 9	35.57
Westcliff-on-Sea ...	...	O 35	9 10 9	12 17 3	3 7 6	37.35
Southend Central ...	...	O 36	9 12 6	13 6 9	3 14 3	38.57
Southend East ...	...	O 37	9 12 6	13 11 6	3 19 0	41.04
Thorpe Bay ...	...	O 38	10 7 0	13 16 3	3 9 3	33.45
Shoeburyness ...	...	O 40	11 2 3	14 5 9	3 3 6	28.57
Hove ...	...	N/I 52	15 7 0	16 6 3	19 3	6.27
Brighton ...	...	N/I 53	15 7 0	16 6 3	19 3	6.27
Portslade, West Hove and						
Southwick ...	...	N/I 56	15 7 0	16 6 3	19 3	6.27
Newhaven ...	...	N/I 57	16 0 3	17 2 9	1 2 6	7.03
Shoreham ...	...	N/I 59	15 7 0	16 6 3	19 3	6.27
Lancing ...	...	N/I 62	16 0 3	17 2 9	1 2 6	7.03
Brightlingsea ...	...	O 62	15 9 3	16 9 3	1 0 0	6.47
Brightlingsea ...	...	N/I —	13 9 6	14 3 9	14 3	5.29
St. Leonards ...	...	O 63	17 17 0	19 9 6	1 12 6	9.10
St. Leonards ...	...	N/I —	16 13 3	17 18 9	1 5 6	7.65
Hastings ...	...	O 63	18 1 0	19 14 3	1 13 3	9.21
Hastings ...	...	N/I —	16 13 3	17 18 9	1 5 6	7.65
Bexhill West ...	...	N/I 63	16 6 9	17 10 0	1 3 3	7.12
Whitstable ...	...	N/I 64	16 0 3	17 2 9	1 2 6	7.03
Worthing Central ...	...	N/I 64	16 0 3	17 2 9	1 2 6	7.03
Worthing West ...	...	O 65	18 5 6	20 0 3	1 14 9	9.51
Worthing West ...	...	N/I —	16 0 3	17 2 9	1 2 6	7.03
Eastbourne ...	...	O 69	18 5 6	20 0 3	1 14 9	9.51
Eastbourne ...	...	N/I —	16 0 3	17 2 9	1 2 6	7.03

NOTE: The mileage for non-intermediate seasons is variable as these tickets are generally available for more than one London Terminus.

EXHIBIT SOUTHEND 7

STATEMENT SHOWING ESTIMATED DAILY NUMBER OF TRAVELLERS BETWEEN SOUTHEND STATIONS AND FENCHURCH STREET USING DIFFERENT CLASSES OF TICKET

	1950		1951		1952		1953
	January	July	January	July	January	July	January
<i>Fenchurch Street to all stations within the County Borough:</i>							
Daily Workmen	Negligible	—	—	—	—	—
Early Morning Return	—	901	1,075	1,094	1,400	1,026
Weekly Workmen	1,359	1,221	—	—	—	—
Weekly Early Morning Return	—	581	512	414	510	418
Weekly Season	27	41	155	237	255	262
Monthly Season	2,379	2,671	1,788	1,717	1,487	1,537
Quarterly Season	4,691	3,536	3,494	2,876	3,245	2,296
	8,456	7,469	6,919	6,417	6,495	6,005	6,173

Note: Total number of daily returns issued in a week has been divided by 5.5 to ascertain the approximate number of daily travellers.

